ANNUAL REPORT

OF THE

DEPARTMENT

OF

TRANSPORTATION

& PUBLIC WORKS

FOR THE PROVINCE OF

Prince Edward Island

FOR THE PERIOD ENDED MARCH 31st

1983

GORDON LANK
Minister of Tranportation and Public Works

TO HIS HONOUR

THE HONOURABLE J. AUBIN DOIRON
Lieutenant Governor of Prince Edward Island

May It Please Your Honour:

I respectfully submit herwith, for the information of Your Honour and the Legislature of Prince Edward Island, the Annual Report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1983.

I have the honour to be, Sir

Your obedient servant,

Gordon Lank
Minister
Transportation and Public Works

1 March 1984

Honourable Gordon Lank
Minister of Transportation and Public Works

Sir:

I respectfully submit herwith the report of the Department of Transportation and Public Works for the fiscal year ended 31 March 1983.

Respectfully submitted,

G. D. Dennis
Deputy Minister

1 March 1984

TABLE OF CONTENTS

HIGHWAY CONSTRUCTION DIVISION

	Page
Chief Engineer's Report	9
Prince County Construction Report	11
Queens County Construction Report	15
Kings County Construction Report	19
Highway Reconstruction Report	23
Soils Report	25
Traffic Engineering Report	27
Bridge Report	30
DREE Tender	32
Provincial (Highway Strengthening) Tenders	33
Provincial Projects — Tenders	34

HIGHWAY MAINTENANCE DIVISION

Pavement Maintenance Report	49
Prince County Maintenance Report	53
Queens County Maintenance Report	58
Kings County Maintenance Report	62
Seeding Report	65
Snow Report	66

BUILDING DIVISION

Design Report	70
Construction Report	70
Maintenance Report	71
Schedule of Buildings	72
Tenders	74

SERVICES DIVISION

Insurance and Accommodation	78
Audio Visual Services Centre	103
Postal Services	104
Island Information Service	107
Properties	108
Printing	110

PLANNING DIVISION

Parks Report	119
Transportation Report	125

HIGHWAY SAFETY DIVISION

Highway Collisions and Countermeasures	147
Motor Vehicle Statistics	151

STATEMENT OF EXPENDITURES 163

HIGHWAY CONSTRUCTION DIVISION

CHIEF HIGHWAY ENGINEER'S REPORT 1982-1983

SHARED COST PROJECTS:

Phase II of the Highway Strengthening Agreement began this year. Sections of Route 2 between Milton and Brookfield and Miscouche to the Allan Road were worked on as well as a section of Route 1A between Albany Intersection and Middleton and a portion of the Albany Intersection. Alternate tenders were called for concrete paving on three of the above projects; however, standard asphalt was the lower of the bids used in all cases.

This was the last year funding would be available for road work under the Development Plan. Tenders were called for work on the Western Road, the East Point Road and the Seven Mile Road. These projects were not completed in the present construction season and it is possible that the cost to complete these projects will have to be borne by the Province.

PROVINCIAL PAVING:

There were seventy-four tenders called for the paving of unpaved roads in various parts of the Province under the Provincial Paving Program and 93.8 km of new pavement were placed and 222 homes were reached that were formerly on unpaved roads. Work under this program also included placing storm sewer and curb on South Drive in St. Eleanors, Belvedere Avenue between Brackley Point Road and the Mt. Edward Road and on Nelson Street in Victoria Village.

Queens Arms Intersection was improved with the addition of turn lanes and new traffic signals.

An extensive drainage system was put in place on Marion Drive in Southport to prevent a flooding problem that some property owners in that area were experiencing.

The demand for a single lane of pavement continues and while this type of pavement has some drawbacks, it is an attractive alternative to two lane pavement under certain conditions; 11.8 km of single lane pavement were placed this year.

BRIDGES:

No major bridges were built this year; however, thirty-nine small crossings were either replaced or repaired under this program. Three bridge crews were used throughout the summer for this work.

SOILS AND MATERIALS BRANCH:

During the 1982 construction season 208,325 tonnes of asphalt mix and 565,680 square metres of soil-cement were place on various projects. This branch is responsible for the quality control of these products as well as the usual soil testing and other work related to highway construction and maintenance.

An extensive testing program is carried out in the spring and summer on the paved road network using the Benkleman Beam. This work is especially important in the spring season when the roads become soft and weight restrictions are necessary to preserve roads not built to all-weather standards. This instrument is also used in overlay thickness designs prepared by the soils and materials branch for the engineers on various highway reconstruction and recap projects.

TRAFFIC ENGINEERING AND PLANNING:

This section carries out the highway marking program which includes the marking of the centreline and shoulders where necessary and the required markings on various intersections throughout the Province.

The department has its own sign shop and manufactures as well as the standard highway and directional signs, warning signs for construction projects which are purchased by the contractors for their own use. Construction and work zones were inspected regularly this year by the department staff and contractors have been provided with a booklet on traffic control procedures provided by the department.

Another activity of this section is the administration of the regulations concerning vehicle weights under the Roads Act. Portable scales are used during the spring and summer months and improved compliance with the regulations has been noticed.

The implementation of a Pavement Management System is continuing with information being gather from the paved road network on a province wide basis.

More detailed description of the year's activities are contained in the reports from the various sections which follows.

PRINCE COUNTY CONSTRUCTION ENGINEER'S REPORT 1982-1983

New pavement was placed on 26.14 km of previously unpaved roads.

A summary for the Prince County highway construction is listed here:

Sub-grading Improvement	31.99 km
Soil-cement Stabilization	26.14 km
Gravel Base	— km
Asphalt Base	27.16 km
Asphalt Seal	27.73 km
New Pavement	26.14 km
Reconstruction	1.02 km
To Receive Asphalt Seal in 1983	17.52 km

On provincial roads soil-cement stabilization is placed 15 cm thick and 6.7 metres wide. Asphalt is placed 6.1 metres wide, with the asphalt base 3.8 cm thick and the asphalt seal 1.3 cm thick. On roads where soil-cement is not used, the asphalt base is placed 7.5 cm thick and the asphalt seal is placed 2.5 cm thick.

SPECIAL PROJECTS:

Grading: Several roads were upgraded to the required sub-grade standards by 1) ditching to improve the water drainage, 2) adding sandstone to increase the strength and width of the road. The Birch Grove Road, Dunbar Road, Penwarden Road and the Stewart Road were upgraded under this program.

Storm Sewer: On South Drive in St. Eleanors approximately 800 metres of storm sewer was placed. In the process, the shoulders were widened and an asphalt overlay was placed 12.2 metres wide. Eight hundred (800) metres of asphalt curb was laid.

In Kensington, 60 metres of storm sewer and 4 catch basins were placed to control a water problem at the western end of Route 2.

Recap: The existing pavement on the Golf Course Road in Summerside was breaking up. To improve the riding surface, it was recapped with a 3.7 cm thickness of asphalt base and seal.

The following is a tabulation by districts:

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Ashly/Murphy Road					0.25			
Chaisson Road					0.70			
Doyle Road					0.50			
Gaspe-Trainor Road					1.10			

	Grade	Stab. Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Harbour Road				0.18			
*Old Palmer Road				0.67			
Piusville Road				2.18			
St. Rock East Rd.				0.3			
St. Rock West Rd.				1.68			
Thompson Road				0.74			
Ascension Road	0.82	0.82	0.82		0.82		0.82
**Birch Grove Rd.	1.82						
**Dunbar Road	0.44						
Foy Road	1.82	1.82	1.82	1.82	1.82		
Hardy Road	1.50	1.50	1.50	1.50	1.50		
Kelly Road	1.00	1.00	1.00		1.00		1.00
*Lewis Road	0.62	0.62	0.62		0.62		0.62
Mill Road	0.52	0.52	0.52		0.52		0.52
O'Rourke Road	0.57	0.57	0.57	0.57	0.57		
Pig Brook Road	1.16	1.16	1.16		1.16		1.16
Sub-Totals	10.27	8.01 —	8.01	12.22	8.01	—	4.12
2nd District							
*Ashton Road				0.86			
Glengarry Road				1.12			
Hebron Road				0.25			
Richards Road				2.10			
Bolger Road	0.24	0.24	0.24		0.24		0.24
McAllar Road	1.67	1.67	1.67		1.67		1.67
McArthur Road	1.60	1.60	1.60		1.60		1.60
**Penwarden Rd.	1.20						
**Stewart Road	1.30						
Southwest Road	1.56	1.56	1.56		1.56		1.56
Sub-Totals	7.57	5.07 —	5.07	4.33	5.07	—	5.07
3rd District							
*Adams Road	0.55	0.55	0.55		0.55		0.55
Goodwin Road	0.80	0.80	0.80		0.80		0.80
*Indian River Rd.	0.93	0.93	0.93		0.93		0.93
Magloire Gallant Road	0.09	0.09	0.09		0.09		0.09
*Pendersoa Beach Road	1.07	1.07	1.07		1.07		1.07
St. Raphael Road	0.97	0.97	0.97		0.97		0.97

	Grade	Stab. Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Upper Urbainville Road	0.54	0.54	0.54		0.54		0.54
Woodland Heights Road	1.10	1.10	1.10	1.10	1.10		
Sub-Totals	6.05	6.05 —	6.05	1.10	6.05	—	4.95
4th District							
Mt. Tryon Road				1.74			
Noonan Shore Rd.				1.70			
Schurmans Point Road				1.60			
St. Clair Duffy Rd.				0.39			
Affleck Road	0.34	0.34	0.34	0.34	0.34		
County Line Road	1.50	1.50	1.50	1.50	1.50		
Craig Road	0.15	0.15	0.15	0.15	0.15		
Drummond East Road	0.44	0.44	0.44	0.44	0.44		
Drummond West Road	0.16	0.16	0.16		0.16		0.16
Golf Course Road	0.32		0.32	0.32		0.32	
Kelly Road	1.44	1.44	1.44		1.44		1.44
Kensington S.S.	0.07						
MacEwen Road	0.42	0.42	0.42		0.42		0.42
*Moase Road	1.04	1.04	1.04		1.04		1.04
Paynter Road	0.54	0.54	0.54	0.54	0.54		
South Drive S.S.	0.70		0.70	0.70		0.70	
*Stewart Road	0.66	0.66	0.66	0.66	0.66		
Waite Road	0.32	0.32	0.32		0.32		0.32
Sub-Totals	8.10	7.01 —	8.03	10.08	7.01	1.02	3.38
TOTALS	31.99	26.14 —	27.16	27.73	26.14	1.02	17.52

* — Single Lane Pavement 3.7 metres wide
** — Grading Only.

DREE PAVING

The DREE Program of road improvements continued during the 1982 Season with the detail of the work listed below:

Sub-Grade Improvement	7.2 km
Gravel	7.2 km
Asphalt Base	7.2 km
Asphalt Seal	— km
Asphalt Seal to be Placed in 1983	7.2 km

A 6.4 kilometre section of the Western Road (Route 2) from Profits Corner to Tignish was upgraded this year. Also a 0.8 kilometre section near Alma was improved. Reconstruction on this section included 1) pulverization of the old asphalt, 2) 15 cm of sandstone sub-base, 3) 15 cm of granular base, 4) 15 cm of asphalt base 7.3 metres wide and 5) 2.5 cm of asphalt seal. Approximately 300 metres of storm sewer and asphalt curb were laid at the Tignish end of the project.

The following is a tabulation by districts:

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Western Road	7.2		7.2	7.2			7.2	7.2
2nd District								
Nil								
3rd District								
Nil								
4th District								
Nil								
TOTALS	7.2		7.2	7.2	—	—	7.2	7.2

QUEENS COUNTY CONSTRUCTION ENGINEER'S REPORT 1982-1983

New pavement was placed on 42.40 km of previously unpaved roads.

A summary for Queens County highway construction is listed here:

Sub-grading Improvement	46.52 km
Soil-cement Stabilization	38.04 km
Gravel Base	4.15 km
Asphalt Base	44.97 km
Asphalt Seal	36.93 km
New Pavement	42.40 km
Reconstruction	1.35 km
To Receive Asphalt Seal in 1983	25.10 km

On provincial roads soil-cement stabilization is placed 15 cm thick by 6.7 metres wide. Asphalt is placed 6.1 metres wide, with asphalt base 3.8 cm thick and asphalt seal 1.3 cm thick. On roads where soil-cement is not used a thicker layer of asphalt is placed as noted below.

Mt. Stewart Streets, Driscoll Road and the Ellsworth Road were paved with 7.62 cm of asphalt base and 2.54 cm of asphalt seal.

Local gravel base course, 20 cm thick, was placed on the Selkirk Road. Asphalt base, 10 cm thick, was placed on this gravel. A final layer of asphalt seal will complete this project next season.

Patterson Drive in Hillsboro Village was recapped and widened to 9.1 metres.

The south end of the MacWilliams Road was upgraded with a recap of asphalt 0.3 km long.

Storm sewers with shoulder widening upgraded streets in Victoria and Belvedere Avenue in Sherwood.

The following is a tabulation by districts:

1st District	Grade	Stab. Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Princetown Road (Wigmore End)				0.74			
Bonshaw Shore Road				0.90			
Pickering Road (Clifton)				0.64			
Howatt Road	0.32	0.32	0.32	0.32	0.32		
Bradalbane Road	2.70	1.20	1.20		1.20		1.20
Smith Road	0.20	0.20	0.20	0.20	0.20		
Granville Road	0.14	0.14	0.14	0.14	0.14		

	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
County Line Road (Norboro)	0.98	0.98		0.98		0.98		0.98
*Granville Village	0.17	0.17		0.17	0.17	0.17		
Pickering Road (Seaview)	1.00	1.00		1.00	1.00	1.00		
Todd Road	0.92	0.92		0.92	0.92	0.92		
Elliot River Road	2.00	2.00		2.00	2.00	2.00		
Princetown Road (Rattenbury End)	1.40	1.40		1.40		1.40		1.40
*Murphy Road	0.51	0.51		0.51	0.51	0.51		
Trout River	2.60	1.40		1.40		1.40		1.40
Yankeetown Road	0.92	0.92		0.92	0.92	0.92		
Bonshaw Shore Road	1.10	1.10		1.10	1.10	1.10		
Victoria S.S.								
Sub-Totals	14.96	12.26	—	12.26	9.56	12.26	—	4.98
2nd District								
*Rustico Streets								1.20
Oyster Bed Wharf					0.48			
Mt. Tom Road					1.08			
St. Catherines Rd.					1.28			
Johnston Road					0.80			
Stead Road					1.40			
Peters (North)	1.18	1.18		1.18	1.18	1.18		
Milboro Road		0.96		0.96	0.96	0.96		
Quinn Road	1.10	1.10		1.10		1.10		1.10
Peters (South)	1.98	1.98		1.98		1.98		1.98
Mitchell Road	0.62	0.62		0.62		0.62		0.62
New London (New Glasgow)	0.30	0.30		0.30		0.30		0.30
Stead Road		1.00		1.00	1.00	1.00		
Cornwall Inter.	0.39							
Sub-Totals	5.57	7.14	—	7.14	10.16	7.14	—	3.22
3rd District								
Watts Road					1.00			
Shaw Road					0.62			
DeRoche Road					0.50			
*Doyle Road					0.40			
Murnaghan Road	0.51	0.51		0.51	0.51	0.51		

	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
*Walker Road	0.60	0.60		0.60	0.60	0.60		
*Pippy Road	0.44	0.44		0.44	0.44	0.44		
Brazel Road	0.32	0.32		0.32	0.32	0.32		
MacEachern Road	0.60	0.60		0.60	0.60	0.60		
MacLellan Road	0.70	0.70		0.70	0.70	0.70		
Blooming Pt. Rd.	0.22	0.22		0.22		0.22		0.22
Five Houses Road	0.54	0.54		0.54	0.54	0.54		
MacQuarrie Road	1.00	1.00		1.00		1.00		1.00
Bethel Road	0.30	0.30		0.30		0.30		0.30
*Driscoll Road	0.26			0.26	0.26	0.26		
*Ellsworth Road	0.06			0.06	0.06	0.06		
Stanhope Lane Road		0.60		0.60		0.60		0.60
*Red Point Road (MacDonald)	0.52	0.52		0.52		0.52		0.52
Kentyre Road	1.40	1.40		1.40		1.40		1.40
Friston Road	2.50	2.50		2.50		2.50		2.50
*North Street (Mt. Stewart)	0.09			0.09	0.09	0.09		
*Egan Street (Mt. Stewart)	0.05			0.05	0.05	0.05		
*MacEachern Dr. (Mt. Stewart)	0.07			0.07	0.07	0.07		
*MacIntyre St. (Mt. Stewart)	0.12			0.12	0.12	0.12		
Smith Street (Mt. Stewart)	0.10			0.10	0.10			
Horton Road	0.62							
Marion Drive Drainage System								
Union Road Diversion								
Sub-Totals	11.02	10.25	—	11.00	6.98	10.90	—	6.54
4th District								
Gray Road					1.32			
Fairville Road					1.52			
Colville Road					1.40			
Belle River Shore					1.20			
Garfield Road	3.00	2.00		2.00		2.00		2.00
48 Road	3.00	3.00		3.00		3.00		3.00
Selkirk Road	3.60		3.60	3.60		3.60		3.60

	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Little Sands Rd.	0.70	0.70		0.70	0.70	0.70		
Lewes Road	1.50	1.50		1.50	1.50	1.50		
Mt. Buchanan Rd.	0.65	0.65		0.65		0.65		0.65
Sub-Totals	12.45	7.85	3.60	11.45	7.64	11.45	—	9.25
5th District								
MacWilliams Rd.		0.54		0.54	0.54	0.54		
Patterson Drive				0.70				0.70
East Royalty Rd.	1.06							
MacWilliams Rd. (Recap)				0.30				0.30
Riverside Dr. S.S. Royalty Oaks	0.11			0.11		0.11		0.11
Belvedere Ave. (Upgrade & Storm Sewer)	0.80			0.80	0.80		0.80	
Sobeys Access					0.70			
Sub-Totals	1.97	0.54	—	2.45	2.04	0.65	0.80	1.11
6th District								
Lewis Point (Bardin Cres.)				0.12				
Queens Arms Intersection (Upgrade)	0.55		0.55	0.55	0.55		0.55	
Sub-Totals	0.55	—	0.55	0.67	0.55	—	0.55	—
TOTALS	46.52	38.04	4.15	44.97	6.93	42.40	1.35	25.10

*Single Lane

KINGS COUNTY CONSTRUCTION ENGINEER'S REPORT 1982-1983

New pavement was placed on 25.27 km of previously unpaved roads.

A summary for Kings County highway construction is listed here:

Sub-grading Improvement	25.28 km
Soil-cement Stabilization	23.35 km
Asphalt Base	26.11 km
Asphalt Seal	24.68 km
New Pavement	25.27 km
Reconstruction	0.84 km
Reconstruction (Seal Only)	1.70 km
To Receive Asphalt Seal in 1983	16.77 km

On provincial two-lane roads soil-cement stabilization is placed 15 cm thick by 6.7 metres wide. On one-lane roads it is placed 4.3 metres wide. Asphalt is placed 6.1 metres wide on two-lane roads and 3.7 metres wide on one-lane roads, with asphalt base 3.8 cm thick and asphalt seal 1.3 cm thick.

On roads where soil-cement is not used, asphalt base is placed 7.5 cm thick and asphalt seal 2.5 cm thick.

A filter and reinforcing fabric was used on two projects, Chaisson and Loyalist Roads, as an experimental replacement for cement stabilization.

The following is a tabulation by districts:

1st District	Grade	Stab.	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
LaPierre Road					0.84			
Fortune Turn					0.50		0.50	
Steele Lane	1.31	1.31		1.31	1.31	1.31		
*Chaisson Road	0.41			0.41	0.41	0.41		
Naufrage Road	0.51	0.51		0.51		0.51		0.51
Naufrage Wharf Road				0.20		0.20		
Sheep Pond Road	0.43	0.43		0.53	0.43	0.53		0.10
Park Road				0.05		0.05		0.05
North Lake Road	0.26	0.26		0.26	0.26	0.26		
Sub-Totals	2.92	2.51	—	3.27	3.75	3.27	0.50	0.66
2nd District								
Sheehan Road					1.92			
Burge's Hill					0.40		0.40	
Indian Road	1.43	1.43		1.43		1.43		1.43
Canavoy Road	0.45	0.45		0.45	0.45	0.45		
Cardigan Road	2.66	2.66		2.66		2.66		2.66
Byrnes Road	1.00	1.00		1.00		1.00		1.00

	Grade	Stab.	Garvel	Base	Seal	New Pave.	Recon.	To be Sealed
*Perry Road	0.36	0.36		0.36	0.36	0.36		
St. Patricks Road	0.90	0.90		0.90		0.90		0.90
*MacKenzie Road	0.36	0.36		0.36	0.36	0.36		
*St. Peters Street				0.07		0.07		0.07
Ryan Road					0.22			
Sub-Totals	7.16	7.16	—	7.23	3.49	7.23	0.40	6.06
3rd District								
Upton Road					0.37			
Perth Station Rd.					1.98			
St. Teresas Inter.					1.30		0.80	
Collins Road					1.12			
Byrnes Road	0.42	0.42		0.42		0.42		0.42
Cardigan Road	2.50	2.50		2.50		2.50		2.50
Peakes Road	1.59	1.59		1.59		1.59		1.59
*Poplar Point Rd.	1.22	1.22		1.22	1.22	1.22		
Upton Road	0.20	0.20		0.20	0.20	0.20		
Montague Street				0.17	0.17	0.17		
Dewars Dam				0.09	0.09	0.09		
Sub-Totals	5.93	5.93	—	6.19	6.45	6.19	0.80	4.51
4th District								
Gurnsey Cove Rd.					1.81			
Whim Road					1.46			
Blues Road	0.55	0.55		0.55	0.55	0.55		
Gladstone Road	0.09	0.09		0.09	0.09	0.09		
Lower Montague Road	3.09	3.09		3.09		2.25	0.84	3.09
Ross Road	0.46	0.46		0.46		0.46		0.46
Beach Pt. Wharf Road				0.15		0.15		
French Creek Rd.	0.69	0.69		0.69		0.69		0.69
Sub-Totals	4.88	4.88	—	5.03	3.91	4.19	0.84	4.24
5th District								
Church Road					0.89			
Grahams Pond South					0.10			
*Christian Road	0.86			0.86	0.86	0.86		
Sailor Hope	0.46	0.46		0.46	0.46	0.46		
Greenhill Road	0.24	0.24		0.24		0.24		0.24

	Grade	Stab. Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
*Durelle Road	0.36	0.36	0.36	0.36	0.36		
St. Marys Bay Road	0.88	0.88	0.88	0.88	0.88		
Georgetown Street	0.53	0.53	0.53	0.53	0.53		
Loyalist Road	0.66		0.66		0.66		0.66
*Mitchell Road	0.40	0.40	0.40		0.40		0.40
Sub-Totals	4.39	2.87 —	4.39	4.08	4.39	—	1.30
TOTALS	25.28	23.35 —	26.11	21.68	25.27	2.54	16.77

*Single Lane

DREE PAVING

The DREE Program of road improvement continued during the 1982 Season with the detail of the work listed here:

Sub-grade Improvement	5.69 km
Asphalt Recycling	3.04 km
Gravel Base	2.62 km
Asphalt Base	8.05 km
Asphalt Seal	2.40 km
New Pavement	— km
Reconstruction	8.05 km
To Receive Asphalt Seal in 1983	8.05 km

Three methods of construction were used on DREE projects. (1) Placing an overlay of a minimum of 50 cm of sandstone on the existing asphalt, using 20 cm of gravel as base course and paving with 12.75 cm of asphalt base and 3.75 cm of asphalt seal. (2) Recycling the existing asphalt and paving with 7.5 cm of asphalt base and 3.75 cm of asphalt seal. (3) Placing a levelling course of 2.5 cm of asphalt over the existing asphalt and paving with 7.5 cm of asphalt base and 3.75 cm of asphalt seal.

The following is a tabulation by districts.

1st District	Grade	Asphalt Recycling	Gravel	Base	Seal	New Pave.	Recon.	To be Sealed
Black Pond-Red Point	3.07	2.36		5.43			5.43	5.43
Baltic Road - Munns Road					2.40			
Sub-Totals	3.07	2.36	—	5.43	2.40	—	5.43	5.43
3rd District								
7 Mile Road	1.31	0.34	1.31	1.31			1.31	1.31
Sub-Totals	1.31	0.34	1.31	1.31	—	—	1.31	1.31
5th District								
7 Mile Road	1.31	0.34	1.31	1.31			1.31	1.31
Sub-Totals	1.31	0.34	1.31	1.31	—	—	1.31	1.31
TOTALS	5.69	3.04	2.62	8.05	2.40	—	8.05	8.05

HIGHWAYS RECONSTRUCTION ENGINEER'S REPORT 1982-1983

New pavement was placed on 9.84 km after the old pavement was rehabilitated.

Asphalt seal was placed on 12.23 km of highway that was constructed previously.

Local gravel was used for fine grading the sections that were rehabilitated and 16.50 cm of asphalt base was placed on these sections.

The 9.84 km is to be sealed with 3.81 cm of asphalt during the 1983 construction season.

The following is a tabulation by districts:

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	Recon.	To be Sealed
1st Queens							
Route 2 Grahams Road to Mill Road				2.04	2.04		
Sub-Totals	—	—	—	2.04	2.04	—	—
2nd Queens							
Route 2 Milton to Loyalist Road			3.20	3.20		3.20	3.20
Route 2 Loyalist Road to Brookfield			3.14	3.14		3.14	3.14
Sub-Totals	—	—	6.34	6.34	—	6.34	6.34
4th Queens							
Route 1 Cherry Valley to Vernon Bridge					2.50		
Route 1 Vernon Bridge towards Cherry Valley					2.50		
Sub-Totals	—	—	—	—	5.00	—	—
3r Prince							
Route 2 Miscouche to Allan Road				4.50	4.50		
Sub-Totals	—	—	—	4.50	4.50	—	—

	Grade	Gravel Base	Fine Grade Gravel	Base	Seal	Recon.	To be Sealed
4th Prince							
Route 1A Albany Interchange			0.69	0.69			
Route 1A Albany R.R. to Middleton			3.50	3.50		3.50	3.50
Sub-Totals	—	—	3.50	4.19	0.69	3.50	3.50
TOTALS	—	—	9.84	15.03	12.23	9.84	9.84

SOILS ENGINEER'S REPORT 1982-1983

Testing and quality control functions were carried out at our Charlottetown and Summerside Laboratory facilities during 1982. The Summerside facility was in operation from May until the end of the year.

ASPHALT

Asphaltic concrete was produced at nine plants located throughout the province. Inspectors were stationed at eight of the nine plants. The ninth plant produced only a very small amount of asphalt used by the maintenance department.

The overall testing frequency was one sample for every 280 tonnes of mix produced for Federal, Provincial and maintenance programmes.

The contractors were allowed to use local aggregates meeting new departmental specifications for asphalt produced for our primary road system. Local aggregates were required to be used in provincial paving asphalt. Approximately 40% of our major paving work was constructed with local aggregate. The remaining 60% was constructed with aggregate imported from the mainland.

SOILS

The use of soil cement as a base course was continued on all provincial contracts.

Eight hundred and twenty-seven samples were received at the Lab during the year. One hundred and seventy of the samples were granular base course and the remainder soil samples. Tests were carried out on the samples included sieve analysis, organic impurities, moisture-density relations, Atterberg Limits, California Bearing Ratios, as well as soil cement designs.

Thirty two complete soil cement designs and one hundred thirty six partial designs were conducted on soil samples and resulted in cement recommendations ranging from six to ten percent.

COMPACTION

A total of 9,500 compaction tests were carried out using nuclear moisture-density gauges. These tests included work carried out on highway construction as well as, on building foundations and floors.

CONCRETE

During the year compressive strength tests were carried out on three hundred and fifty-four concrete cylinders, fourteen mortar cube blocks, also three hundred and forty-eight soil-cement road mix tests and five hundred

and eighty-six Lab mix tests. One hundred and eight (S-C) cores were tested. Quality control field work was carried out on the following jobs during the year.

(1) Southport Underpass
(2) Light standards on Hillsboro Bridge
(3) Pinette Bridge
(4) Sutherland Bridge
(5) Belvedere Ave.
(6) East Royalty School
(7) MacPherson's Pond
(8) Summerside Waterfront Development

BENKLEMAN BEAM

The testing program to verify the adequacy of our new reconstruction was continued this year. In addition Spring Deflection Testing was carried our for weight restriction regulations.

PRESENT PERFORMANCE RATINGS

Hayes Paving were the recipients of this year's asphalt paving award. The runner up was Curran & Briggs followed by Island Construction, Matheson & MacMillan, Chapman Brothers and Morrison and MacRae.

TRAFFIC ENGINEERING REPORT 1982-1983

HIGHWAY MARKING

Highway centreline markings were applied to approximately 1,850 kilometres of road during the year. This required 104,000 litres of yellow paint. An additional 15,500 litres of white paint were used on shoulder and climbing lane lines. Night time reflectivity was provided by adding 82 tonnes of glass beads to the paint. The paint was supplied by Northumberland Chemicals Inc. of Parkdale. Bernard Painters Ltd. of Summerside operated the paint striper purchased by the Province to apply the paint.

Two Department crews using small stripers applied an additional 2,500 litres of yellow and 5,500 litres of white paint. This paint was used on lane lines, shoulder lines, islands, stop lines and turning arrows at intersections and climbing lanes throughout the Province. Two pre-marking crews checked passing zones on vertical and horizontal curves and did all the pre-marking for our two intersection crews and the paint contractor.

Thermoplastic markings were applied at the intersection of Lower Malpeque Road, North River Road and TCH in West Royalty; over the Hillsborough Bridge; and at the TCH, Bunbury Road intersection. This required 4,765 m of yellow line, 550 m of white line, 38 m of stop bars and 59 arrows.

HIGHWAY SIGNING

The department sign shop produced 6,140 signs of which 5,620 were standards silk screened signs. An additional 430 were directional or street signs with the remaining 90 being special hand made signs. The sign shop reflectorized 90 small barricades for the bridge division and reused 430 sign blanks from faded or damaged signs.

Sign crews in the field used 4,740 signs posts to erect 3,380 new signs or sign assemblies and to re-erect 2,500 signs needing repair. This included relocating directional boards farther from the pavement edge to reduce snow plow damage. Curb markers were erected at 1,350 locations to guide snow plow operators.

The overhead sign ordered for the Borden ferry exit was erected and three more overhead signs, two for Middleton and one for Milton were ordered for 1983 installation. The three new ones were manufactured by Charlottetown Metal Products in Milton, and were the first aluminum overhead signs to be made in the province.

In order to standarize sign placement throughout the province a sign crew manual was prepared indicating usage at each type of sign for varying traffic speeds, highway widths, etc. In order to implement this system a crew was used to indicated changes in the signs and order new ones in advance of the field work being done.

HIGHWAY LIGHTING

Twenty-five low pressure sodium lights were installed at twenty new locations in the province. Hillsborough Bridge lighting was upgraded and extended to include the new pedestrian underpass with new bases, poles, wiring and changing the light source from 400-watt Mercury Vapour to 250-watt High Pressure Sodium. Flashing Stop Beacons were installed at the Intersections of Routes 225 & 231 in Rose Valley, Routes 132 & 167 in Northam, Routes 6 & 224 at Stanley Bridge and at Routes 6 & 25A in West Covehead.

Flashing beacons on heavy barricades were used at several locations for bridge construction, detours, etc.

Maintenance of low pressure sodium lighting was carried out under a maintenance contract. Maintenance of traffic signals, bridge lighting, beacons and other lighting were carried out as required.

WORK ZONE SAFETY

Construction zone signing and flagging operations were inspected on over 400 occasions at various construction and maintenance work sites during the construction season. This operation has improved the quality of construction zone signing and flagging operations and has made it more consistent throughout the province. Contractors were provided with the new booklet "Traffic Control Procedures for Highway Work Zones." This booklet forms part of the new construction specifications being prepared by the department to help ensure compliance by the contractors.

WEIGHT REGULATIONS

The weigh scales at Borden weighed over 25,600 loaded vehicles inbound and over 23,250 loaded vehicles outbound. At Wood Islands over 9,800 vehicles were weighed. Portable scales used during spring weight restrictions and the summer months weighed another 950 vehicles. The enforcement continued to show improved compliance with the law, with the percentage of overweight vehicles being reduced from the previous year.

New Amendments to the Roads Act proclaimed in 1982 set up a new legal structure for scale testing. New test weights were purchased from Hall & Stavert of West Royalty; these were calibrated to an exact weight by Consumer and Corporate Affairs Canada and formed a basis for more frequent testing using local personnel. The portable scales capabilities were improved by having approach ramps made by the bridge division. Scale operators at Wood Islands and Borden were introduced to new CAVR licensing which they will be enforcing in the next year.

HIGHWAY DESIGN

Design continued on Harbour Drive in Summerside and on Route 2 in Summerfield. Other intersection design included Rte 2 and 7 and Routes 2 & 248 in Milton, Rte 2 and the Loyalist Road in Springvale, Route 2 and 107 in Norbora, Route 2 and 233 in Norboro, Route 1A and 225 in Middleton, Route 2 and 153 in Tignish, Route 2 & 14 in Carleton, Route 2 and 124 near Wellington, and Route 17 in Lower Montague. Climbing lanes design was also checked prior to reconstruction on Route 2.

HIGHWAY PLANNING DIVISION

The Division completed a major assessment of needs in the Province's primary highway system. The study which was carried out simultaneously in the other Maritime Provinces determined the existing upgrading requirements and forecasted future requirements for the primary highway system for the remainder of the century. This study was the first of its kind carried out in the Province.

In response to increasing demands for information concerning the causes of motor vehicle accidents, the Division developed a complete Motor Vehicle Accident Information System which enables the Department to carry out detailed analyses of the causes of motor vehicle accidents in the Province. This system was implemented on behalf of the Highway Safety Division of the Department.

Implementation of the Pavement Management System which began in the 1981-82 fiscal year continued throughout the year. Pavement strength and roughness information was collected for 300 km of provincial highways and the computer programs were subjected to extensive testing in preparation for full scale implementation of the program in 1983.

The Division continued its ongoing traffic survey program during 1982, with six seasonal counts being collected at 83 locations in the Province. The number of permanent traffic recorders in operation on provincial highways was increased from six to nine in order to improve the quality of the Department's traffic count estimates. One day intersection counts were conducted at 52 locations and 31 speed surveys were carried out.

BRIDGE ENGINEER'S REPORT 1982-83

In addition to the maintenance work consisting of replacing fill and rip-rap, making structural repairs, and painting, the following is a summary of the new work carried out during the year.

QUEENS COUNTY

District	Name and Location	
1	Breadalbane	Extended a multiplate galvanized steel arch 8' in diameter by 80' long.
1	Breadalbane	Constructed a creosote timber box 6' x 4' in section by 80' long.
1	Breadalbane Mill Road	Constructed a creosote timber box 5' x 4' in section by 120' long.
1	French River	Constructed a creosote timber box 2' x 4' in section by 80' long.
2	Bannockburn Road	Constructed multiplate galvanized steel arch 14' in diameter by 90' long.
2	Lot 65, Peters Road	Extended a multiplate galvanized steel arch 12' in diameter by 48' long.
2	Cornwall	Constructed a creosote timber box 6' x 5' in section by 70' long.
3	Bunbury (Fullertons Marsh)	Repairs to east abutment of creosote pile bridge.
3	Friston Road	Constructed a multiplate galvanized steel arch 6' in diameter by 110' long.
3	Airport By-Pass, Brackley	Constructed a multiplate galvanized steel arch 6' in diameter by 80' long.
3	Savage Harbour	Repairs to a creosote timber box.
3	Southport	Constructed a multiplate galvanized steel arch 6' in diameter by 90' long.
4	Iona, Selkirk Road	Constructed a multiplate galvanized steel arch 8' in diameter by 120' long.
4	South Pinette	Repairs to concrete abutments, piers and sidewalks.
4	Longhrans Bridge, Orwell	Repairs to a creosote timber bridge.
5	Ellens Creek, Beach Grove Road	Constructed a creosote timber box 16' x 7' in section by 70' long with water control gates.
6	Hillsboro Village	Constructed a creosote timber box 6' x 4' in section by 60' long.

KINGS COUNTY

1	Red Point	Extended a creosote timber box 8' x 5' in section by 70' long.
1	Red Point	Extended a creosote timber box 6' x 4' in section by 60' long.
2	South Hampton	Extended a creosote timber pile bridge 30' x 10' in section by 24' long.
2	South Hampton	Constructed a creosote timber crib to protect roadway from erosion. Crib 4' x 8' in section by 100' long.
3	Brudenell	Constructed creosote timber box 8' x 4' in section by 52' long.
3	Seven Mile Road	Extended a creosote timber box 4' x 4' in section by 60' long
3	Seven Mile Road	Extended a creosote timber box 2' x 2' in section by 40' long.
3	Grants Bridge, Poplar Point	Repairs to a creosote timber bridge.
4	Sutherlands Bridge, Valleyfield	Repairs to a creosote timber pile trestle bridge.
5	Fortune Bridge	Repairs to a creosote pile trestle.

KINGS COUNTRY

1	Profits Corner to Tignish	Constructed a multiplate galvanized steel arch 16' in diameter by 140' long.
1	Profits Corner to Tignish	Extended a creosote timber box 5' x 5' in section by 64' long.
1	Profits Corner to Tignish	Extended a creosote timber box 8' x 5' in section by 70' long.
1	Profits Corner to Tignish	Extended a creosote timber box 5' x 3' in section by 70' long.
1	Profits Corner to Tignish	Extended a creosote timber box 12' x 6' in section by 20' long.
1	Profits Corner to Tignish	Extended a creosote timber box 4' x 4' in section by 30' long.
1	Huntley	Constructed a creosote timber box 16' x 6' in section by 100' long.
1	Mill River	Repairs to a creosote timber pile bridge.
3	St. Raphael	Constructed a multiplate galvanized steel arch 8' in diameter by 50' long.
3	Belmont	Constructed a creosote timber box 14' x 5' in section by 64' long.
4	Scales Pond, Freetown	Repairs to a multiplate galvanized steel arch.
4	Red Bridge, Reads Corner	Repairs to a creosote timber pile bridge.

DREE
(DEPARTMENT OF REGIONAL ECONOMIC EXPANSION) TENDERS

DREE 186 EAST POINT ROAD (Baltic Road - Munn's Road)
Subgrade and Pave, 5.43 km
Tenders opened July 2, 1982

Chapmans	$778,915.00
Matheson & MacMillan	798,755.00

Awarded to Chapmans

DREE 187 WESTERN ROAD — RTE 2
Grading 6.6 km
Tenders opened July 2, 1982

Hayes Paving	682,345.00
Curran & Briggs	702,190.00

Awarded to Hayes Paving

DREE 188 WESTERN ROAD — RTE 2
Paving 6.6 km
Tenders opened July 2, 1982

Hayes Paving	957,846.00
Curran & Briggs	1,096,640.00

Awarded to Hayes Paving

DREE 189 SEVEN MILE ROAD — (Glenfanning-Primrose)
Subgrade 5.44 km
Tenders opened July 2, 1982

Kings County Construction	672,430.00

Awarded to Kings County Construction

DREE 190 SEVEN MILE ROAD (Glenfanning-Primrose)
Paving 5.44 km
Tenders opened July 2, 1982

Chapmans	639,365.00
Matheson & MacMillan	651,180.00

Awarded to Chapmans

TCH (TRANS CANADA HIGHWAY) TENDERS

TCH 33-82-2 CHERRY VALLEY towards VERNON BRIDGE
Tenders opened June 18, 1982
Paving 2.51 km

Matheson & MacMillan	$129,501.25
Chapmans	133,121.25
Curran & Briggs	164,202.50

Awarded to Matheson & MacMillan

TCH 31-82-2 VERNON BRIDGE towards CHERRY VALLEY

Tenders opened June 18, 1982

Paving 2.50 km

Chapmans	142,865.00
Matheson & MacMillan	146,615.00
Curran & Briggs	187,790.00

Awarded to Chapmans

TCH 34-82-2 ALBANY INTERCHANGE

Tenders opened June 25, 1982

Reconstruction 0.69 km

Curran & Briggs	68,260.00
Morrison & MacRae	69,055.00

Awarded to Curran & Briggs

HIGHWAY STRENGTHENING

MILTON to THE LOYALIST ROAD

Tenders opened June 25, 1982

Rehabilitation and Paving, 3.20 km

Island Construction	$565,015.00
Chapmans	570,437.50
Curran & Briggs	634,870.00

Awarded to Island Construction

LOYALIST ROAD to BROOKFIELD

Tenders opened June 25, 1982

Rehabilitation and Paving, 3.14 km

Chapmans	625,835.00
Island Construction	630,300.00
Curran & Briggs	667,615.00

Awarded to Chapmans

MISCOUCHE to ALLAN ROAD

Tenders opened June 25, 1982

Paving 4.60 km

Morrison & MacRae	266,325.00
Curran & Briggs	267,318.80
Chapmans	272,365.00

Awarded to Morrison & MacRae

ALBANY RAIL ROAD CROSSING to MIDDLETON ROAD

Tenders opened June 25, 1982

Rehabilitation and Paving, 3.50 km

Curran & Briggs	775,589.80
Morrison & MacRae	781,800.00

Awarded to Curran & Briggs

PROVINCIAL PROJECTS

DRUMMOND ROAD
Tenders opened June 9, 1982
Paving 0.5 km

Curran & Briggs	$10,787.75
Morrison & MacRae	11,032.50

Awarded to Curran & Briggs

McEWEN ROAD
Tenders opened June 9, 1982
Paving 0.5 km

Curran & Briggs	11,331.50
Morrison & MacRae	11,641.50

Awarded to Curran & Briggs

MOASE ROAD
Tenders opened June 9, 1982
Paving 1.1 km

Curran & Briggs	17,948.00
Morrison & MacRae	21,518.00

Award to Curran & Briggs

COUNTY LINE ROAD
Tenders opened June 9, 1982
Paving 1.5 km

Morrison & MacRae	29,490.50
Curran & Briggs	31,982.75
Chapmans	32,617.65

Awarded to Morrison & MacRae

WAITE ROAD
Tenders opened June 9, 1982
Paving 0.3 km

Curran & Briggs	6,963.20
Morrison & MacRae	7,144.50

Awarded to Curran & Briggs

AFFLECK ROAD
Tenders opened June 9, 1982
Paving 0.3km

Curran & Briggs	6,706.70
Morrison & MacRae	6,911.50

Awarded to Curran & Briggs

CRAIG ROAD

Tenders opened June 9, 1982

Paving 0.1 km

Curran & Briggs	2,347.65
Morrison & MacRae	2,390.00

Awarded to Curran & Briggs

STEWART ROAD

Tenders opened June 9, 1982

Paving 0.6 km

Curran & Briggs	8,006.50
Morrison & MacRae	8,383.00

Awarded to Curran & Briggs

GRANVILLE VILLAGE ROAD

Tenders opened June 9, 1982

Paving 0.2 km

Morrison & MacRae	2,675.00
Curran & Briggs	2,881.00

Awarded to Morrison & MacRae

SMITH ROAD

Tenders opened June 9, 1982

Paving 0.2 km

Morrison & MacRae	3,986.50
Curran & Briggs	4,373.65

Awarded to Morrison & MacRae

BREADALBANE ROAD

Tenders opened June 9, 1982

Paving 1.7 km

Morrison & MacRae	$31,580.90
Chapmans	33,940.76
Curran & Briggs	34,920.25

Awarded to Morrison & MacRae

MURPHY ROAD

Tenders opened June 9, 1982

Paving 0.44 km

Morrison & MacRae	5,774.10
Curran & Briggs	5,791.00

Awarded to Morrison & MacRae

YANKEETOWN ROAD

Tenders opened June 9, 1982
Paving 1.0 km

Morrison & MacRae	12,328.00
Curran & Briggs	12,779.55

Awarded to Morrison & MacRae

PICKERING ROAD

Tenders opened June 9, 1982
Paving 1.0 km

Morrison & MacRae	20,920.00
Curran & Briggs	21,463.25
Chapmans	22,001.00

Awarded to Morrison & MacRae

GRANVILLE ROAD

Tenders opened June 9, 1982
Paving 0.2 km

Morrison & MacRae	4,045.50
Curran & Briggs	4,391.15

Awarded to Morrison & MacRae

PRINCETOWN ROAD

Tenders opened June 9, 1982
Paving 1.4 km

Morrison & MacRae	26,725.50
Curran & Briggs	28,407.80
Chapmans	30,496.40

Awarded to Morrison & MacRae

TROUT RIVER ROAD

Tenders opened June 9, 1982
Paving 1.4 km

Curran & Briggs	20,429.05
Morrison & MacRae	27,215.50
Chapmans	28,,986.90

Awarded to Curran & Briggs

TODD ROAD

Tenders opened June 9, 1982
Paving 1.4 km

Curran & Briggs	27,244.05
Morrison & MacRae	29,665.50

Awarded to Curran & Briggs

COUNTY LINE ROAD

Tenders opened June 9, 1982

Paving 1.0 km

Morrison & MacRae	19,200.00
Curran & Briggs	20,933.50

Awarded to Morrison & MacRae

NEW LONDON

Tenders opened June 9, 1982

Paving 0.3 km

Morrison & MacRae	6,054.90
Curran & Briggs	6,745.95

Awarded to Morrison & MacRae

PETERS ROAD

Tenders opend June 10, 1982

Paving 2.0 km

Morrison & MacRae	$37,147.50
Curran & Briggs	42,068.00

Awarded to Morrison & MacRae

PETERS NORTH ROAD

Tenders opend June 10, 1982

Paving 1.3 km

Morrison & MacRae	24,037.25
Curran & Briggs	28,031.90

Awarded to Morrison & MacRae

FIVE HOUSES NORTH ROAD

Tenders opened June 10, 1982

Paving 0.5 km

Island Construction	10,499.50

Awarded to Island Construction

FIRSTON ROAD

Tenders opened June 10, 1982

Paving 2.5 km

Island Construction	49,947.70

Awarded to Island Construction

PIPPY ROAD

Tenders opened June 10, 1982

Paving 0.42 km

Island Construction	4,911.10

Awarded to Island Construction

WALKER ROAD
Tenders opened June 10, 1982
Paving 0.6 km
Island Construction 10,496.40
Awarded to Island Construction

MURNAGHAM ROAD
Tenders opened June 10, 1982
Paving 0.5 km
Island Construction 10,068.10
Awarded to Island Construction

BLOOMING POINT ROAD
Tenders opened June 10, 1982
Paving 0.22 km
Island Construction 4,535.30
Awarded to Island Construction

McLELLAN ROAD
Tenders opened June 10, 1982
Paving 0.74 km
Island Construction 14,010.70
Awarded to Island Construction

BRAZEL ROAD
Tenders opened June 10, 1982
Paving 0.4 km
Island Construction 8,001.00
Awarded to Island Construction

LEWES ROAD
Tenders opend June 10, 1982
Paving 1.6 km
Matheson & MacMillan 32,744.80
Awarded to Matheson & MacMillan

LITTLE SANDS ROAD
Tenders opend June 10, 1982
Paving 0.8 km
Matheson & MacMillan $16,834.80
Awarded to Matheson & MacMillan

MT. BUCHANAN ROAD
Tenders opened June 10, 1982
Paving 0.8 km
Matheson & MacMillan 17,455.60
Awarded to Matheson & MacMillan

MacEACHERN ROAD
Tenders opened June 10, 1982
Paving 0.7 km

Island Construction	13,949.50

Awarded to Island Construction

NORTH LAKE ROAD
Tenders opend June 10, 1982
Paving 0.25 km

Chapmans	5,755.20

Awarded to Chapmans

STEEL LANE ROAD
Tenders opened June 10, 1982
Paving 1.35 km

Chapmans	27,327.65

Awarded to Chapmans

LONGAPHIE ROAD
Tenders opened June 10, 1982
Paving 0.3 km

Chapmans	4,114.60

Awarded to Chapmans

CARDIGAN - ST. PETERS ROAD
Tenders opened June 10, 1982
Paving 2.5 km

Chapmans	49,048.50
Matheson & MacMillan	54,808.00

Awarded to Chapmans

PEAKES ROAD
Tenders opened June 10, 1982
Paving 1.6 km

Chapmans	34,768.00
Matheson & MacMillan	35,243.00

Awarded to Chapmans

POPLAR POINT ROAD
Tenders opend June 10, 1982
Paving 1.2 km

Chapmans	15,286.60

Awarded to Chapmans

UPTON ROAD

Tenders opened June 11, 1982
Paving 0.2 km

Chapmans	$ 4,724.00

Awarded to Chapmans

BLUES ROAD

Tenders opened June 11, 1982
Paving .6 km

Matheson & MacMillan	13,261.65

Awarded to Matheson & MacMillan

LOWER MONTAGUE ROAD

Tenders opend June 11, 1982
Paving 2.25 km

Matheson & MacMillan	46,162.75

Awarded to Matheson & MacMillan

FRENCH CREEK ROAD

Tenders opened June 11, 1982
Paving 0.8 km

Matheson & MacMillan	16,210.00

Awarded to Matheson & MacMillan

GLADSTONE ROAD

Tenders opened June 11, 1982
Paving 0.1 km

Matheson & MacMillan	2,765.05

Awarded to Matheson & MacMillan

ROSS ROAD

Tenders opend June 11, 1982
Paving 0.46 km

Matheson & MacMillan	9,880.50

Awarded to Matheson & MacMillan

CHRISTIAN ROAD

Tenders opened June 11, 1982
Paving .9 km

Chapmans	12,117.00
Matheson & MacMillan	12,029.10

Awarded to Chapmans

SAILORS HOPE ROAD

Tenders opened June 11, 1982

Paving .45 km

Chapmans	11,262.10

Awarded to Chapmans

GREENHILL ROAD

Tenders opened June 11, 1982

Paving .9 km

Chapmans	20,309.31
Matheson & MacMillan	20,611.08

Awarded to Chapmans

DURELL ROAD

Tenders opened June 11, 1982

Paving .40 km

No Bids	—

ST. MARYS BAY ROAD

Tenders opened June 11, 1982

Paving .9 km

Matheson & MacMillan	19,139.20

Awarded to Matheson & MacMillan

GEORGETOWN STREET

Tenders opened June 11, 1982

Paving .53 km

Matheson & MacMillan	$20,756.30

Awarded to Matheson & MacMillan

LOYALIST ROAD

Tenders opened June 11, 1982

Paving .7 km

Matheson & MacMillan	8,975.40
Chapmans	9,204.40

Awarded to Matheson & MacMillan

INDIAN ROAD

Tenders opened June 11, 1982

Paving 1.5 km

Matheson & MacMillan	35,002.95

Awarded to Matheson & MacMillan

CANAVOY ROAD

Tenders opened June 11, 1982
Paving .45 km

Matheson & MacMillan	10,658.00
Chapmans	11,348.00

Awarded to Matheson & MacMillan

CARDIGAN ROAD

Tenders opened June 11, 1982
Paving 2.6 km

Chapmans	53,566.30
Matheson & MacMillan	57,291.70

Awarded to Chapmans

BYRNES ROAD

Tenders opened June 11, 1982
Paving 1.4 km

Chapmans	30,084.60
Matheson & MacMillan	30,741.05

Awarded to Chapmans

PERRY ROAD

Tenders opened June 11, 1982
Paving .35 km

Chapmans	4,782.75

Awarded to Chapmans

ST. PATRICK ROAD

Tenders opened June 11, 1982
Paving .9 km

Chapmans	20,265.11
Matheson & MacMillan	20,946.87

Awarded to Chapmans

MacKENZIE ROAD

Tenders opend June 11, 1982
Paving .35 km

Chapmans	4,861.10

Awarded to Chapmans

48 ROAD

Tenders opend June 18, 1982
Grading 3.20 km

Dennis Construction	$169,030.00
Island Coastal	180,215.00
Kings County Construction	184,010.00

Maritime Construction	208,990.00
Bayview Construction	213,950.00
Island Excavators	217,600.00
Chapmans	282,730.00

Awarded to Dennis Construction

GARFIELD ROAD

Tenders opened June 18, 1982

Grading 2.1 km

David Hynes (Withdrawal)	109,544.40
Island Coastal	121,310.00
Curran & Briggs	132,443.00
Kings County Construction	132,860.00
Island Excavators	135,580.00
Bayview Construction	148,180.00
Maritime Construction	150,890.00

Awarded to Island Coastal

SELKIRK ROAD

Tenders opened June 18, 1982

Grading 3.6 km

Dennis Construction	365,560.00
Island Coastal	376,740.00
Kings County Construction	380,185.00
Curran and Briggs	394,309.00
Island Excavators	412,880.00
Chapmans	419,360.00
Maritime Construction	565,745.00

Awarded to Dennis Construction

QUEENS ARMS INTERSECTION
NORTH RIVER ROAD and TRANS CANADA HIGHWAY

Tenders opened June 18, 1982

Grading and Paving

Island Construction	$189,380.00
Dennis Construction	192,566.00
Curran & Briggs	224,185.00

Awarded to Island Construction

ST. ELEANORS STORM SEWER (South Drive)

Tenders opened June 18, 1982

Grading and Paving 0.8 km

Curran & Briggs	152,927.70
W. Gordon Toombs	158,177.00
Morrison & MacRae	167,823.00

Awarded to Curran & Briggs

STANLEY RIVER BRIDGE

Tenders opened July 9, 1982

Cleaning and Painting

Smooth Coat Drywall (Withdrew bid)	3,350.00
Island Sandblasting	8,550.00
Comet Limited	18,775.00
Maritime Dredging	31,500.00

Awarded to Island Sandblasting

HILLSBOROUGH RIVER BRIDGE

Tenders opened July 9, 1982

Cleaning and Painting

Maritime Dredging	47,500.00
Island Sandblasting	57,490.00

Awarded to Maritime Dredging

BELVEDERE AVENUE STORM SEWER
MT. EDWARD ROAD to BRACKLEY POINT ROAD

Tenders opened August 12, 1982

0.83 km

Island Coastal	365,575.00
Square K Construction	384,662.00
D.B.&J.	396,509.85

Awarded to Island Coastal

FRISTON ROAD

Tenders opened August 12, 1982

Grading 2.6 km

Dennis Construction	139,940.00
Bayview Construction	142,658.00
Island Coastal	148,700.00
Kings Co. Construction	149,990.00
Maritime Construction	154,625.00
Island Excavators	171,750.00
Curran & Briggs	192,990.00

Awarded to Dennis Construction

BREADALBANE ROAD

Tenders opened August 12, 1982

Grading 1.5 km

Maritime Construction	74,375.00
Island Excavators	79,125.00
Curran & Briggs	83,335.00
Bayview Construction	86,985.00

Awarded to Maritime Construction

ASCENSION ROAD

Tenders opened July 16, 1982

Paving 0.8 km

Hayes Paving	$18,437.50
Curran & Briggs	19,587.50

Awarded to Hayes Paving

PIG BROOK ROAD

Tenders opened July 16, 1982

Paving 1.1 km

Hayes	24,353.35
Curran & Briggs	26,790.25

Awarded to Hayes

HARDY ROAD

Tenders opend July 16, 1982

Paving 1.5 km

Hayes Paving	32,879.75
Curran & Briggs	34,901.25

Awarded to Hayes Paving

O'ROURKE ROAD

Tenders opened July 16, 1982

Paving 0.6 km

Hayes Paving	13,946.50
Curran & Briggs	14,244.00

Awarded to Hayes Paving

MILL ROAD

Tenders opened July 16, 1982

Paving 0.5 km

Hayes Paving	11,765.00
Curran & Briggs	12,081.00

Awarded to Hayes Paving

LEWIS ROAD

Tenders opened July 16, 1982

Paving 0.8 km

Hayes Paving	18,027.50
Curran & Briggs	18,327.50

Awarded to Hayes Paving

KELLY ROAD

Tenders opened July 16, 1982

Paving 1.0 km

Hayes Paving	21,427.50
Curran & Briggs	21,917.50

Awarded to Hayes Paving

BOLGER ROAD

Tenders opened July 16, 1982

Paving 0.3 km

Hayes Paving	7,122.50
Curran & Briggs	7,418.50

Awarded to Hayes Paving

ST. RAPHAEL

Tenders opened July 16, 1982

Paving 1.0 km

Curran & Briggs	23,124.50

Awarded to Curran & Briggs

INDIAN RIVER ROAD

Tenders opened July 16, 1982

Paving 1.8 km

Morrison & MacRae	39,113.00
Curran & Briggs	41,304.00

Awarded to Morrison & MacRae

WOODLAND HEIGHTS ROAD

Tenders opend July 16, 1982

Paving 1.0 km

Morrison & MacRae	$21,268.20
Curran & Briggs	22,637.30

Awarded to Morrison & MacRae

CANNONTOWN ROAD

Tenders opened July 16, 1982

Paving 4.1 km

Curran & Briggs	96,279.00

Awarded to Curran & Briggs

GOODWIN ROAD

Tenders opened July 16, 1982

Paving 0.9 km

Curran & Briggs	20,500.50

Awarded to Curran & Briggs

UPPER URBAINVILLE ROAD

Tenders opened July 16, 1982
Paving 0.6 km

Curran & Briggs	13,725.25

Awarded to Curran & Briggs

BIRCH GROVE

Tenders opened September 14, 1982
Paving 1.6 km

Hayes Paving	$ 35,635.80

Awarded to Hayes Paving

TROUT RIVER

Tenders opened September 14, 1982
Subgrade, 1.6 km

Maritime Construction	78,600.00
Island Coastal	79,880.00
Island Excavators	87,330.00
Curran & Briggs	90,682.50
Comet Construction	93,143.50

Awarded to Maritime Construction

UNION ROAD DIVERSION

Tenders opened September 14, 1982
Grading, Stabilize and Pave, 2.2 km

Island Stabilizers	260,867.50
Island Excavators	275,220.00
Bayview Construction	377,300.00
Island Coastal	281,315.00

Awarded to Island Stabilizers

KELLY ROAD

Tenders opened September 14, 1982
Paving 1.45 km

Morrison & MacRae	33,296.50
Curran & Briggs	34,748.50

Awarded to Morrison & MacRae

48 ROAD

Tenders opened September 14, 1982
Paving 3.1 km

Matheson & MacMillan	74,525.00
Chapmans	80,130.00

Awarded to Matheson & MacMillan

GARFIELD

Tenders opened September 14, 1982
Paving 2.0 km

Matheson & MacMillan	44,505.00
Chapmans	47,861.00

Awarded to Matheson & MacMillan

SELKIRK

Tenders opened September 14, 1982
Paving 3.6 km

Matheson & MacMillan	240,100.00
Chapmans	251,180.00

Awarded to Matheson & MacMillan

MITCHELL

Tenders opened September 14, 1982
Paving 0.7 km

Island Construction	14,405.67
Curran & Briggs	15,610.70

Awarded to Island Construction

ADAMS ROAD

Tenders opened September 14, 1982
Paving 0.6 km

Morrison & MacRae	11,792.70
Curran & Briggs	12,840.50

Awarded to Morrison & MacRae

PENDEROSA BEACH

Tenders opened September 14, 1982
Paving 1.0 km

Morrison & MacRae	$ 15,051.05
Curran & Briggs	15,963.00

Awarded to Morrison & MacRae

SUMMER MAINTENANCE — 1982 - 1983

HOT MIX ASPHALT

Hot mix asphalt for patching crews was available from the last week in May to the first week in November. A total of 53,566 tonnes were used comprising of 50,136 tonnes of asphalt seal and 3,430 tonnes of asphalt base. Of this total, patching crews spread approximately 23,322 tonnes by hand, 22,076 tonnes were spread by grader over some larger distressed areas, 496 tonnes were used to patch both transverse and longitudinal cracks that were cut out with a cold planer and 7,673 tonnes were used to resurface 14.2 kilometers of highway that showed signs of developming into major repair candidates. Of the 14.2 kilometers resurfaced, 6.80 kilometers were in Prince County, 2.60 kilometers in Queens County and 4.80 kilometers in Kings County.

The following is the tonnage of asphalt acquired from each firm this year —

Hayes Paving	3,705.65	tonnes
Curran & Briggs (Ellerslie)	6,276.45	tonnes
Curran & Briggs (Lady Fane)	9,950.60	tonnes
Morrison & MacRae	374.08	tonnes
Island Construction	13,533.82	tonnes
Island Sand & Gravel	2,565.79	tonnes
Matheson & MacMillan	8,202.96	tonnes
Chapman Bros (Dingwell Mills)	8,564.51	tonnes
Chapman Bros (Drum Mix Plant)	392.53	tonnes
TOTAL	53,566.39	tonnes

CRACK FILLING

A contractor was hired again this year to do some crack filling. Next year the Department should have a crew of their own to do this work as the following work was carried out:

Upton Road	1,940	L.F.
Walker Rd. (Industrial Park)	4,950	L.F.
48 Rd. (Lake Verde)	17,750	L.F.
T.C.H. (Orwell)	10,200	L.F.
TOTAL	34,840	L.F.

SHOULDER MATERIAL

The following amounts of sandstone were used to repair shoulders:

Western Rd. (Richmond)	560m^3
St. Peters Rd. (York to Bedford)	4,491m^3
St. Peters Rd. (Midgell to St. Peters)	2,124m^3

St. Peters Rd. (Farmington)	1,710m^3
Georgetown Rd. (Brudenell	1,476m^3
Ft. Augustus Rd. (Glenfinnan)	558m^3
T.C.H. (Clyde River)	765m^3
Malpeque Rd. (Winsloe to Hunter River)	1,179m^3
Route 13 (Hartsville)	414m^3
Route 225 (Warren Grove)	432m^3
Brackley Pt. Rd. (Sherwood)	162m^3
Route 17 (Sturgeon)	1,440m^3
Riverside Drive	189m^3
Enman Cres. (W. Royalty)	225m^3

GRASS CUTTING

To control growth of vegetation on our highway shoulders, farm tractors and grass cutting attachments (rotary cutters, cutter bar and flail mowers) were used. To compliment the department's seven machines, 17 tractors with grass cutting attachments were rented for various lengths of time.

DUST CONTROL

The following amounts of calcuim chloride were used on our unpaved road network to control dust.

Queens County	184.8 tonnes
Prince County	92.4 tonnes
Kings County	46.2 tonnes

No Bunker A oil was used this year for dust control.

RESURFACING — CAPITAL ACCOUNT

The following roads were resurfaced under Highway Reconstruction:

NAME	LENGTH (km)	ASPHALT MIX (TONNES)
* Leoville	0.9	1,149.76
* Sea Cow Pond	0.35	389.22
* O'Halloron Rd.	0.30	648.71
* Milo	0.10	226.59
* Northam Rd.	0.10	116.10
* St. Nicholas Rd.	0.20	216.22
* Linkletter Rd.	0.15	175.05
* Glen Drive	0.15	174.14
* St. Gilbert Rd.	0.60	595.90
* Kildare	0.20	371.35
* Dock Rd.	0.36	441.28
* Western Rd. (Bloomfield)	0.30	489.02
Judes Point	1.0	754.97

	NAME	LENGTH (km)	ASPHALT MIX (TONNES)
	Mt. Edward Rd.	0.7	535.12
*	Mt. Stewart (Route 2)	0.3	504.89
*	Pownal	0.5	719.04
	York Rd.	1.2	469.64
	Grahams Rd.	2.4	908.03
	Hartville (Route 13)	1.2	455.09
	Warren Grove	1.0	415.55
	Kinross Rd.	1.5	482.45
	Route 21 (Glenfinnan)	0.5	230.53
	Route 210 (Lyndale)	0.6	233.68
	Mt. Stewart (Main St.)	0.3	149.05
	T.C.H. (Cross Roads)	0.65	634.49
*	Route 245 (Riverdale)	0.25	308.87
*	St. Georges	0.4	664.94
*	Georgetown Rd.	0.4	519.03
	Beech Pt.	1.0	421.06
	Normans Rd. (Route 14)	1.0	435.06
	Queens Rd.	1.0	428.71
	Forest Hills	1.0	409.19
	Georgetown Rd.	1.0	418.21
	Cambridge	1.0	341.13
	East Baltic	1.0	481.16
	Souris West	0.5	281.04
	St. Charles Rd.	0.4	124.14
	Lakeside	1.1	495.18
			16,858.59

* These sections were pulverized in place then paved.

WINTER MAINTENANCE

Winter activities for this Branch of the Department includes salting and sand operations; temporary repairs to paved roads — 1922 tonnes of cold mix asphalt was used along with a number of tonnes of recycled hot mix asphalt produced from our three asphalt recyclers; repairing of shoulder washouts; the maintaining and cleaning of culverts; catch basins and ditches to accommodate run-offs caused by freshets; and snow removal or clearing from eight government buildings in the Charlottetown area.

Ice control on the Trans Canada Highway and on the main collector roads was maintained by the direct application of salt — approximately 590 kilometers were maintained this way. The number of trucks and the tonnage of salt dispatched from each center was as follows:

Charlottetown	6 trucks	4,830
Summerside	4 trucks	2,509
Montague	1 truck	685
Bridgetown	3 trucks	2,166
O'Leary	1 truck	558
Borden	2 trucks	1,183

The total tonnage of salt acquired for the year 1982-83 was 22,077 tonnes. This was approximately 25% lower than the quantity used in 1981-82. Two reasons for this reduction were 1) the number of trips that our trucks had to make in Janaury and February of 1982-83 was 293 compared to 380 in 1980-81, 2) a departmental decision was made in late February to sand rather than salt several of our main arteries for the balance of the year. The City of Charlottetown purchased 1,050 tonnes of salt from the Department.

Ice control on our secondary and unpaved roads was maintained by the use of sanding trucks. To this end 14 trucks with automatice spreaders, 49 trucks with labourers and 6 tow behind spreaders were used.

In Prince County 13 piles of sand were put up for sanding purposes. The department purchased 18,500 tonnes (4,500 import and 14,000 local) to add to the 5,000 tonnes that was left in stock from 1981-82. Salt used for mixing with sand amounted to 2,350 tonnes.

In Queens County 12 piles of sand were put up for sanding purposes. Approximately 24,200 tonnes of sand was (4,200 import and 20,000 local) purchased and added to the approximate 5,000 tonnes left in stock from 1981-82. Salt used for mixing with sand amounted to 2,920 tonnes.

In Kings County 12 piles of sand were put up. Approximately 32,200 tonnes of sand (7,200 import and 25,000 local) was purchased and added to the approximate 6,000 tonnes left in stock from 1981-82. Salt used for mixing with sand amounted to 3,800 tonnes.

MAINTENANCE REPORT — PRINCE COUNTY 1983

During the past year, our district motor graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation loaders, trucks, government or private, were used to haul away unusable material. Sandstore and/or gravel was then used a surface material along with new culverts being placed as needed. The accompanying table gives the location and extent of work done in Prince County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and Hymacs equipped with ditching buckets, to improve drainage and appearance on these roads, also government equipment and private contractors were used to supply and place broken asphalt to repair shoulders on the O'Leary Road from O'Leary to Western Road, and 1.0 km (.50 miles) on Greenmount Road for shoulder maintenance in Prince County this year.

Special patching crews repaired 223 driveways and replaced 65 driveways and used a total of 466.06 tonne of asphalt.

We used 19,260m^3 (25,038 cubic yards) of sandstone and 15,930m^3 (20,709 cubic yards) of gravel, 3.653m^3 (4,748 cubic yards) of borrow, fill taken off snow traps — 2,280m^3 (3,000 cubic yards). We used 200m^3 (218 cubic yards) of rock.

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting (M) 3,570 metres (11,900 feet) of drainage pipes and carrying out many other miscellaneous maintenance tasks. The repairing and place of posts and railings on bridges, curves and high fill was carried out by utility crews throughout the County.

The hydro-cutter was used throughout the County, to cut bushes from the right-of-way of both primary and secondary roads, to improve the appearance, drainage and snow removal.

In co-operation with the Department of Agriculture and Forestry and Employment and Immigration Canada, we had a project called Wood Access Roads where crews were used throughout the County cutting bushes along the highways for easier access to woodlots.

Winter maintenance consisted of sanding 1,312 km of roads. This was carried out by 7 sand trucks, each with two labourers and 8 automatic sand spreaders. These crews were also used for general maintenance tasks, e.g. draining water, shoulder washouts, etc., throughout the winter months.

During the past year the work was carried out under the supervision of the following District Supervisors:

Prince I	Brenton Phillips
Prince II	Frank MacKinnon
Prince III	Ralph MacLellan
Prince IV	Alastair MacLeod

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Tap Drain	Graded	Surfaced	Snow Trap
1st Prince						
Lock Rd.				.80	.80	
North Port, Fraser Lane				.10	.10	
Dock St. North Port				.20	.20	
North Port				.30	.30	
Chaisson Rd. St. Rock				.30	.30	
Pt. Rd. North Port					.40	
Knox Lane			.01	.60	.60	
Matthews Lane				.90	.90	
Broderick Rd.				.40	.40	
Peter Rd.			.30	2.0	2.0	
Anglo				.08	.08	
Roxberry L.S. Drive	.41					
Gaspe Rd.	.40					
O'Leary Corner	.10					
Woodstock	.14		.14			
Bernie Griffin			.18			
Bloomfield Harry MacKay	.55					
Kildare Rd. Leigh O'Brien	.58					
Bloomfield New Pave.	1.20		.28			
Phil Harper	.37					
Sea Cow Pond	.55					
Leoville	1.60		.30			
Peter Road	.30		.42			
Miminegash	2.12		.18			
St. Louis	.10					
Lady Slipper Drive by Matthews Lane	.73					
Elite Seed Farm	.31					
By Mill Road	.11					
Roxberry	.82					
Total	11.69km		1.81km	5.68km	6.08km	
2nd Prince						
MacDougall Rd.			.10	3.60	1.60	
Campbell Rd. Mt. Royal				1.00	1.0	

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Tap Drain	Graded	Surfaced	Snow Trap
Forest View Rd.					.80	
Sidstone Rd. Coleman			.05	1.50	1.50	
Sharke Rd. W. Devon				2.00	2.00	
Hall Rd.			.01	.40	.40	
Higgins Wharf Rd.				.90	.60	
Port Hill Rd. (Willis Warehouse)		1.20				
Beaton Rd.	.40					
Lorne MacKay Coleman					.02	
McInnis Rd. Northan		.20		.20		
Alaska	.05					
Brae (By Church)	.34		.03			
Dublaine	.33					
TonyBulger West Pt	.19					
John MacIsaac West Cape	.09		.22			
Allen Sharpe Glen Wood	.34		.03			
Raybuen Betts Glenwood	.10					
Lyman Gorrill	.44					
Boss Rix			.10			
Stephen Rd.			.40			
Harry Young Glenwood	.27					
Jamiss MacRae	.35					
Mrs. Greg	.36					
Stanley MacDonald			.33			
Lyman Gorrill	.45		.10			
Campbell Rd.		.20	.05			
Mark Coughlin	.30		.08			
Barlow Rd.	.30		.09			
Robert Millar			.13			
Willis Warehouse Port Hill Rd.	.48		.08			
Ellerslie Sport Field	.14		.06			
Dennis Darbee			.26			
Earl Cotton	.23					
Western Rd.	.15					

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Tap Drain	Graded	Surfaced	Snow Trap
Mount Pleasant	.22					
Ballum Rd.		.49				
Cecil Stewart			.32			
Gulf Rd.	.19					
Herbern Rd.						
Hebern Rd.	.90		.08			
Northam Rd.	.65		.04			
Dunblane	.67					
Miscellaneous	1.00					
Gabians Work at Brae 200'						
Total	8.94km	2.49km	2.16km	9.60km	7.92km	
3rd Prince						
Thunder Cove (Darnley)				.30	.30	
Little Marsh Rd.				1.40	1.40	1.40
Hickey Road				1.80	1.80	1.80
Mill Rd. Spring Valley				.80	.80	.80
Beach Point				.30	.30	
Teddy Road				1.60	3.20	
New Braska Rd.				3.0	3.0	
Camp Tamawaby				1.80	1.60	
Mt. Carmel Dump Rd.					.05	
Leo S. Arsenault Rd.				1.20	1.20	
McKie Road		1.60				
Leo S. Arenault (Old Dump Rd. to Shore)		.80				
Campbell Tap Drain			1.20			
Cheese Factory Rd.			.30			
Harmony Road			.40			
Cannontown Road					.30	
Rd. by Darnley Bridge				.10	.10	
Dosither Rd. (Woods Rd)					.80	
St. Timothy Rd.	.80					
New Braska Road		1.20				

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Tap Drain	Graded	Surfaced	Snow Trap
Southwest Lot 16	.40					
Shore Rd. Mt. Carmel	1.20					
Richard Road		.40				
Leo S. Arsenault		1.20				
Maximeville Rd.	.80					
Arthur Cousins (Baltic Rd.)	.40					
Total	3.60km	5.20km	1.90km	12.30km	14.85km	4.0km
4th Prince						
McCardle Shore Road - Subdiv.				.90	.90	
McCardle Road					.70	
Old Cape Traverse				1.92	1.92	
Tryon Cross				.30	.30	
MacPherson Road				.96	.96	
Campbell Road					.64	
Clark Shore Road				.96	.96	
Mt. Tryon		.60	1.20			
Linkletter Road	.60					
Linkletter Shore Rd.	.25					
Old Grain Elev. Rd.	.60					
Carleton St.	.45					
Maple Plains		.80				
Searletown School Rd.					.30	
Old Grain Elev. Rd. Kensington	.40					
Travellers Rest Cor.	.40					
Storey Road				.40	.40	.40
Miscellaneous	1.0					
Total	3.70km	1.40km	1.20km	5.44km	7.08km	.40km

MAINTENANCE REPORT — QUEENS COUNTY 1982-83

During the past year, our district motor graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation, loaders and trucks (government or private) were used to haul away unusable material. Sandstone and/or gravel was then used as a surface material along with new culverts being placed as needed. The accompanying table gives the location and extent of work done in Queens County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and hymacs, equipped with ditching buckets to improve drainage and appearance on these roads. Sandstone — 31,162 m^3 and gravel — 4,571 m^3 was used to maintain worn sections of roads, to repair washouts, and for fill for drainage pipes. Five (5) maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting 4,950 linear metres of drainage pipe, and carrying out many other miscellaneous maintenance tasks. The repairing and placing of posts and railings on bridges, curves and high fills were carried out by two (2) utility crews. A crew comprising of 2 - 3 ton trucks, backhoe, asphalt roller and jackhammer was used to remove and repair frost humps on 400 paved driveways throughout the County.

A hydro-cutter was used throughout the County to cut bushes from the right-of-way of both primary and secondary roads to improve the appearance, drainage and snow removal.

SPECIAL CREWS & PROJECTS

Three crews were used in co-operation with the Department of Labour for the purpose of limbing, trimming and clearing dead bush on many of our seldom used roads for scenic drives.

In co-operation with the Department of Agriculture and Forestry and Employment and Immigration Canada, we had a project called Wood Access Roads, where we used a crew of five (5) men cutting and widening government right-of-ways so that the public would have easier access to their woodlots.

In 5th and 6th Queens a 13 man crew was used to repair and landscape low shoulders.

WINTER MAINTENANCE

Winter maintenance consisted of sanding 1,545 kilometers of roads. This was carried out by twenty sand trucks, each with two labourers and 9 automatic spreaders. These crews were also used for general maintenance tasks, e.g. draining water, shoulder washouts, etc., throughout the winter months. In addition 7 trucks, dispatched from the Charlottetown garage were used in sanding the Greater Charlottetown area.

During the past year the work was carried out under the supervision of the following District Supervisors:

Queens I	Donald Dickieson, Glen Valley
Queens II	Clayton Coles, North Milton
Queens III	Bennett MacIsaac, Bunbury
Queens IV	Laughlin Gillis, Mt. Buchanan
Queens V & VI	Leonard McCabe, Charlottetown

DISTRICT	DITCHING Paved	Unpaved	Graded	Surfaced
1st Queens				
Cape Rd. (French River)		0.7	0.7	0.7
Mill Rd. (Springfield)		0.6	0.6	0.8
Paynter Rd.		0.6	0.6	0.6
County Line (Emerald)		0.3	0.3	0.3
Tom Wigmore Rd.		0.3	0.3	0.3
Millvale Rd.		0.5	0.5	0.5
St. Patrick Rd.		0.2		
Balaklava Rd.		1.0		
Grahams Rd.	0.2			
South Granville Area	0.5			
Bonshaw Area	0.4			
Victoria Rd.	0.4			
Miscellaneous	0.6	0.7		
TOTAL	2.1 km	4.9 km	3.0	3.2
2nd Queens				
Buffalo Rd.		0.6	0.6	0.6
McLean Rd. (Meadowbank)		0.2	0.2	0.2
Snowy (old) Rd.		1.0	1.0	
Beagans Lane		0.2	0.2	0.2
Quinn Rd.		0.2		
Linwood Rd.		0.5		
Cornwall Area	0.2			
Rice Pt. Area	0.2			
Clyde River Rd.	0.2			
Loyalist Rd.	0.2			
Ebenezer Rd.	0.8			
Riverdale Rd.	0.2			
Hampshire Area	0.2			
Rustico Rd.	0.3			

DISTRICT	DITCHING			
	Paved	Unpaved	Graded	Surfaced
New Dominion Area	0.2			
Miscellaneous	0.6	0.7		
TOTAL	3.1	3.4	2.0	1.0
3rd Queens				
Simpsons Lane		0.8	0.8	0.2
MacDonald (Glenfinnan)	0.80	0.8	0.8	0.8
Herd's Mil Rd.		2.5	0.5	0.5
MacInnis Rd.		0.2	0.2	0.2
Horne Cross Rd.		2.1	1.2	1.2
Five Houses Rd.		0.9	0.9	0.9
Corrigan Rd.		1.0	1.0	0.3
Red Point Rd.		1.0		
Fanningbrook Rd.		1.9		
Hazelbrook (Tap Drain)		0.3		
Bediford Rd.	0.4			
Mt. Albion Rd.	0.3			
Bethel Rd.	0.5			
Miscellaneous	0.4	0.5		
TOTAL	1.6	12.0	5.4	4.1
4th Queens				
Belle River Rd.		2.1	2.1	2.1
Grays Rd.		0.6	0.6	0.6
Settlement (Lyndale)		1.7	1.7	1.0
Murrays Rd.		0.5		
Waterside Rd.		0.4		
Village Green Rd.		0.5		
Vernon River Rd.	0.5			
Wood Island Rd.	0.3			
Monaghan Rd.	0.3			
Miscellaneous	0.6	0.6		
TOTAL	1.7	6.4	4.4	3.7

Garfield Road

MAINTENANCE REPORT — KINGS COUNTY 1982-1983

During the past year, our district motor graders, when not scraping roads, were used extensively reshaping ditches, scraping back slopes and maintaining the road surface. To aid in this operation, loaders, trucks, government or private, were used to haul away unusable material along with new culverts being placed as needed. The accompanying table gives the location and extent of work done in Kings County for the past year.

Maintenance of paved roads consisted of using government gradalls, privately owned backhoes and Hymacs equipped ditching buckets to improve drainage and appearance on these roads.

Sandstone — 34,564 m^3 and gravel — 5,615 m^3 was used to maintain worn sections of roads, to repair washouts and for fill for drainage pipe.

Maintenance crews, each with a heavy truck and backhoe were employed repairing washouts, replacing and resetting (13,387 ft) 4,069.65 metres of drainage pipe and carrying out other miscellaneous maintenance tasks. The repairing and placing of posts and railings on bridges, curves and high fills was carried out by utility crews throughout the County.

Special crews were used, in co-operation with Department of Labour, for the purpose of limbing, trimming and clearing dead brush on many of our seldom used roads for scenic drives. Also, in co-operation with the Department of Agriculture and Forestry and Employment and Immigration Canada, we had a project called Wood Access Roads, where we used a crew of men cutting and widening government right-of-ways so that the public would have easy access to their woodlots.

Winter maintenance consisted of sanding 1,094 km of roads. This was carried out by 22 sand trucks, each with two labourers and three automatic sand spreaders. These crews were also used for general maintenance tasks, i.e. draining water, shoulder washouts, etc. throughout the winter months.

During the past year the work was carried out under the supervision of the following District Supervisors:

Kings I	George Saville, Fortune
Kings II	Robert Rowell, Bangor
Kings III	Raymond Acorn, Dundas
Kings IV	Irving MacKay, Beach Point
Kings V	George MacPherson, Launching

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drain
Souris Line	1.0					
Souris River	0.5					
New Zealand	0.6					
Hermitage		1.0		1.0		
Cow River		1.0		1.0		
Clear Springs		1.0		1.0		
St. Catherines		1.5		1.5		
Miscellaneous	1.7					
TOTAL	3.8km	4.5km		4.5km		
2nd Kings						
Rebel Road		1.3		1.3		
Canavoy Road		1.4		1.4		
Morrison Road		0.3		0.3	0.3	
Savage Harbour		0.5		0.5	0.5	
Mill River		1.7		1.7		
Big Lot Road		2.0		2.0		
Curtis Road		0.5		0.5		150m
Stanhope Road		1.3				
St. Peters Road	2.0		3.4			
North Side Road						70m
Miscellaneous	2.6					
TOTAL	4.6km	9.0km	3.4km	7.7km	0.8km	250m
3rd Kings						
Greenfield Road		1.5		1.5	1.5	
Elm Road		1.5		1.5		
Quinn Road		0.5		0.5	0.5	
Stanhope Road		0.3		0.3	0.3	
Dewars Dam		0.5		0.5	0.5	
Shaw Road		1.0				
Hazel Green		2.0				
Perth Station		1.5			1.5	
Albion Cross					1.0	
Miscellaneous	3.3	2.0			1.6	1.0
TOTAL	3.3km	10.8km		4.3km	6.9km	1.0m

DISTRICT	DITCHING Paved Roads	Unpaved Roads	Shoulders	Graded	Surfaced	Tap Drain
4th Kings						
Livingstone Road		1.5		1.5	1.0	
Floating Bridge		1.6		1.6		
County Line Road					2.6	
Campbell Road					1.0	
Hewitt Sub-division		0.5		0.5	0.5	
Jenkins Road		1.0				
Murray Harbour Ext.		1.0				
Miscellaneous	3.3	1.0			1.0	1.0
TOTAL	3.3km	6.6km		3.6km	6.1km	1.0m
5th Kings						
Riley Road		1.0		1.0	1.0	
Batchilder		1.0		1.0	1.0	
Power Road		0.5		0.5	0.5	
Mill Road		2.8		2.8		
Creek Road		1.7		1.7		
St. Georges		2.7		2.7		
Red House Road		1.9		1.9		
Miscellaneous	3.8					1.0m
TOTAL	3.8km	11.6km		11.6km	2.5km	1.0m

SEEDING REPORT — 1982-83

During the 1983 season, two hundred and sixty-eight (268) loads of Spray Material were applied to various highways, land-fills sites, borrow pits, etc., throughout the province, also some materials were applied by Maintenance Crews around bridges, culverts, sewer pipe installation jobs, etc.

The seeding program began on June 28, 1983 and closed down on September 19, 1983.

Mulch material was used considerably, especially on slopes, around bridges and streams, etc.

This mulch, which is added to the spray material, has a tendency to give a sticky effect to the material and seems to expedite the growth of the seed, and also tends to prevent runoff from rains.

Many of the jobs were of a small amount of acres or miles, this minimizes somewhat the number of loads applied during the day or week, due to moving from one job to another, getting the work prepared, etc.

The seeding operation is a very necessary program, as it greatly eliminates soil erosion from ditches, snow traps, slopes, etc., and prevents siltation of rivers, streams and ponds.

Also it adds immensely to the appearance of our Garden Province, especially where new highways are being re-built, as within two to four weeks after application of the spray material, a nice green covering of the red soil begins.

SNOW REPORT — 1982-83

The total recorded snowfall for the 1982-83 season was lower than the norm for both the Charlottetown and Summerside stations. In fact there was only one month — February — where the total recorded snowfall exceeded the norm for any month. Over one half of the 75.0 cm of snow that fell in Charlottetown in February came on two dates, the 12th and the 24th, when snowfall amounts of 18.3 cm and 21.3 cm respectively were reported.

Looking back on snowfall amounts for the past few years, we find the following amounts of snowfall were recorded in Charlottetown —

1982-83	249.8 cm
1981-82	302.4 cm
1980-81	278.0 cm
1979-80	118.8 cm
1978-79	236.4 cm
1977-78	393.4 cm
1976-77	311.2 cm

Records for the Charlottetown station show the following amounts of precipitation recorded for the winter months in Charlottetown for 1982-83 —

	Snow (cm)		Rain (cm)	
	Normal	Recorded	Normal	Recorded
November	21.6	44.5	97.4	70.7
December	72.8	53.8	58.8	70.3
January	76.8	45.9	42.7	42.9
February	65.8	75.0	32.8	9.6
March	61.6	24.3	31.8	54.9
April	27.3	6.3	53.9	103.5
Total	325.9	249.8	317.4	351.8

A new three year contract was negotiated with the Contractors this year. For the first time the Island was divided into three snow areas or zones with Area I being designated more difficult to plow and so on. The equipment requirements, especially the blower requirements, vary for each zone, consequently a different rate per kilometer was negotiated for each area.

The following is a breakdown of the contract areas and the number of contractors in the area and the number of kilometers plowed by each contractor —

AREA I

Contractor	Kilometers	Area
Northern Enterprises	139.8	1st Prince
Ramsays Washed Gravel	221.2	1st & 2nd Prince
Curran & Briggs	193.2	2nd & 3rd Prince

Contractor	kilometers	Area
Comet Ltd.	103.6	2nd & 3rd Prince
Morrison & MacRae	115.2	4th Prince
Toombs & Cobb	111.5	3rd & 4th Prince
Montgomery Const. (1977) Ltd.	133.1	1st Queens & 3rd Prince
Matheson & MacMillan	150.9	2nd & 3rd Queens
Total — Area I	1,168.5	
Area II		
Island Coastal	96.6	1st & 2nd Queens
Island Excavators	140.8	1st & 2nd Queens
Maritime Const.	147.9	1st & 2nd Queens & 4th Prince
Stabilizers Ltd.	156.9	3rd & 4th Queens
Dennis Construction	59.9	3rd Queens
Chapman Bros.	124.2	1st Kings
Total — Area II	726.3	
Area III		
Overland Construction	137.2	3rd & 4th Kings
Kings County Constr.	118.7	2nd, 3rd & 4th Kings
Total — Area III	255.9	
Grand Total all Areas	2,150.70 kilometers	

The following is a list of equipment used by the above contractors —

Contractor	Track Dozer	Motor Grader	Walters Trucks	Letourneau	Blower	Loaders	Truck Plows
Northern Ent.	1	2			2	2	2
Ramsays	2	3		2	3	3	
Comet		4			1	1	
Curran & Briggs	2	5			3	3	
Morrison & MacRae	2	2	1		2	2	
Toombs & Cobb	1	2			1	1	
Montgomery	1	4			2	2	1
Matheson & MacMillan	3	3			2	3	
Island Coastal	2	2			2	1	3
Island Excavators	2	3			2	2	2
Maritime Const.	2	3			2	2	2
Stabilizers Ltd.	2	5			2	1	1
Dennis Const.		2			1	2	
Chapman Bros	2	3			1	2	2
Overland Const.	2	4			1	2	
Kings County Const.	2	2	1		1	3	
Total	26	49	2	2	28	32	13

The following is a list of government owned and leased equipment and its location. Six (6) loaders complete with wing and plow and one Vohl blower had to be leased to compliment the rest of our fleet. The department plowed approximately 2,392 kilometers of road. Eighty-two (82) plows were equipped with two-ways radios.

Location	Track Dozer	Motor Grader	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
Tignish					1		
Bloomfield					1		
St. Louis						1	
Alberton		1				1	
Alma		1				1	
Cascumpec		1					
Coleman		1	1		1		
MacNeils		1					
Conway		1					
Summerside		6	2		3	3	4
S'Side Garage when required		1	2	1		1	
Canoe Cove		1				1	
Cornwall		1					
Stanley Bridge		1					
North Rustico						1	
South Rustico					1		
Hunter River							1
Hampshire		1				1	
Ch'town Garage		5	2	1	6	4	3
Dispatched from Ch'town when req'd	1	3	4	2			1
Alexandria						1	
Millview		1					
Seal River				1			
Iona							1
Eldon		1					
Grandview			1				
Wood Islands							1
Murray River		1					
Abney		1					
Dover			1				
Alliston		1					
Commercial Cross			1				
Gasperaux		1	1				
Georgetown		1	1				
Cardigan		1					
Woodville Mills		1					
St. Georges		1					

Location	Track Dozer	Motor Grader	Walter Trucks	Letourneau	Blowers	Loaders	Other Trucks
Stratchona		1					
Bridgetown					1		
Albion			1				
Little Pond		1					
Red House		1					
Mt. Stewart					1		
St. Andrews				1			
Peakes		1					
Bangor				1			
Dundee		1					
Morell			1		1		
St. Peters		1			1		
Monticello						1	
Cable Head			1				
Rollo Bay			1				
Fortune					1		
Souris						1	
Rock Barra		1					
East Point		1					
Total	1	43	20	7	18	17	11

BUILDING DIVISION

The Building Division consists of three sections:

A. Design and Special Projects
B. Construction
C. Maintenance

A. The object of the Design and Special Projects Section is to carry out or co-ordinate with consultants the complete design; including plans, specifications, tender documents and construction contracts for new buildings or renovations. During the year, tender packages were prepared for:

(1) Summerside Garage Addition
(2) Renovations - 4th. Floor Sullivan Building
(3) Intruder Detection and Alarm System
(4) Exhaust System - Highways Garage Charlottetown

This section also assisted other departments in the planning and design stages of the following projects:

(1) East Royalty Elementary School
(2) Kinkora Elementary School
(3) Summerside Manor
(4) Riverside Home for Special Care
(5) Souris High School Addition and Renovation

B. The Construction Section is responsible for inspecting and supervising the construction of new buildings and renovations to ensure that the contracts are completed according to the plans, specifications and budget allotments. The following projects which were started prior to the fiscal year were completed during 1982-1983.

(1) Montague High School Addition and Renovation, which provided additional space and improve facilities for Montague Senior High School.
(2) Coles Building Renovation provided office space for Government and Opposition Members and the Provincial Archives in the Old Law Courts Building.

The following projects were started and completed during the 1982-1983 fiscal year:

(1) Summerside Garage Addition provided more space for stores and equipment operators and relocated the testing lab and the surveyor's office.
(2) 4th. Floor Sullivan Building Renovations provided space for the Computer Services Division of the Department of Finance and some Department of Labour Staff by renovating the old provincial laboratories.

Construction of the new East Royalty Elementary School was begun but not completed. This school will be a new facility for 325 students.

C. The Building Maintenance Section is responsible for the operation and maintenance of some 70 Government owned buildings located across the Province. The Division also maintains a number of rental buildings with monies budgeted by the Services Division of this Department.

Fiscal year 1982-83 saw five more buildings brought under our jurisdiction for maintenance purposes. They were, Prince Edward Island Hospital, Charlottetown Hospital, Forestry Depot in Southampton and Visitor Information Centres in Brackley and Wilmot.

Since the Building Maintenace Division is primarily a service organization, we are often called upon to carry out activities which do not fit into any category and generally have not been predicted. This aspect of our work would make detailed accounting of all works performed too encompassing for this report; hence, a "short list" of the more major undertakings:

Purchase and installation of a new 175 HP boiler at Shaw-Sullivan-Jones Complex.

Completion of a 3 year program to repair existing windows and provide new combination storm windows at the Prince County Courthouse and Jail.

Reshingling of a roof at Basin Head Fisheries Museum.

Connection of Hillsborough Hospital to the new Charlottetown area sewer system.

Renovations and alterations to interior of Southern Kings and Queens Services Centre to provide a more complete and better office arrangement for Social Services and Agriculture personnel.

Extensive refurbishing carried out on the two main drawing rooms at Government House; this is part of an on going project to re-vitalize the house and make it more representative of its 1830's origins.

A start was made on renovations and general upgrading of the interior of the Legislative Assembly in Province House. Work done this fiscal year included upgrading of audio visual wiring and equipment with permanent installation in the floor and the replacement of the stucco ceiling with a more representative smooth plaster ceiling. The remainder of the work to be done in the Legislative Assembly will be undertaken in fiscal year 1983-84.

A detailed account of the monies spent by this Division is given in the statement of expenditures section of this report.

SCHEDULE OF BUILDINGS

Charlottetown and Vicinity:

- Sullivan Building
- Shaw Building
- Jones Building
- Province House
- Province House Annex
- Provincial Home for the Aged & Brecken House
- Highways Garage
- Highways Lab Building
- Old Health Building
- Government House and Garage
- Provincial Sanatorium and Nurses Home
- Hurry Road Forestry Complex
- Belmont Street Warehouse
- Coles Building
- Highways Paint Shop
- Sleepy Hollow Correctional Centre
- Queen's County Forestry Offices — Beach Grove
- Bunbury Nursery Complex
- Brackley Visitor Information Centre
- Charlottetown Hospital
- Prince Edward Island Hospital

Riverside Hospital:

- Hillsborough General Hospital
- Riverside Hospital (Mental Health)
- Riverside Hospital (Welfare)
- Central Heating Plant
- Laundry and Recreational Hall
- Nurses Home
- Superintendent's Residence and Garage
- Doctor's Residence
- Occupational Therapy Building
- Greenhouse
- Stores and Work Shop Building
- Sherwood Home

Falconwood Farm:

- Farm Residence (Double)
- Herdsman's Residence

Beach Grove:

- Beach Grove
- Work Shop and Garage
- Central Heating Plant
- Pump House No. 1
- Pump House No. 2
- Barn
- Staff House
- Water Storage Building
- Fisheries Warehouse
- B.O.D. Lab Building

Summerside Area:

- Highways Garage
- Prince County Courthouse and Jail
- Dept. of Public Works Office
- Summerside Health Centre and Storage Garage

Others:

- Grain Elevator, New Annan
- Courthouse and Jail, Georgetown
- Tourist Bureau, Pooles Corner
- Scale House, Borden
- Tourist Bureau, Wood Islands
- Brudenell Motel, Brudenell
- Brudenell Recreation Complex
- Scale House, Wood Islands
- West Prince Regional Service Centre
- Southern Kings & Queens Service Centre
- O'Leary Veterinary Clinic
- Grain Elevator, Roseneath
- Grain Elevator, Elmsdale
- Prince County Forestry Depot
- Southern Kings Highway Depot
- Kings County Forestry Depot
- Alberton Courthouse
- Lady Slipper Visitor Information Centre
- Fisheries Museum, Basin Head
- Museum, Orwell Corner

BUILDINGS DIVISION

TENDERS

Retail Liquor Store Intruder Detection & Alarm System

Opened June 15, 1982

Island Alarm Systems	awarded	$ 9,784.00
Guard-Tronics		11,936.00

Highways Garage Addition — Summerside

Opened July 13, 1982

General

Wellington Construction	awarded	$ 148,390.00
Star Construction		148,800.00
Fitzgerald & Snow Ltd.		156,345.00
Maddix Construction Ltd.		157,600.00
G.I.A. Limited		158,500.00
Schurman Construction Ltd.		171,600.00
MacLean Construction Ltd.		174,970.00
Williams, Murphy & MacLeod Ltd.		188,700.00
Highfield Construction Co.		200,200.00

Mechanical

Raynors Plumbing & Heating Ltd.	awarded	$ 43,000.00
Inman Plumbing & Heating Ltd.		44,845.00
George Smith & Sons Ltd.		51,137.00
Steen Constractors Ltd.		55,700.00
MacIntyre Sheet Metal Ltd.		55,990.00

Electrical

M.O. Electric Ltd.	awarded	$ 16,250.00
McGee Electric Ltd.		16,990.00
Hansen Electric Ltd.		18,500.00
Waites Enterprises Ltd.		20,500.00
Newson Electric Ltd.		25,487.00
Inman Plumbing & Heating Ltd.		26,845.00
Cove Electric Ltd.		28,632.00

Exhaust System — Charlottetown Highways Garage

Opened August 10, 1982

Bevan Bros. Ltd.	awarded	$ 14,200.00
MacIntyre Sheet Metal Ltd.		14,265.00

East Royalty Elementary School

Opened September 14, 1982

General

Schurman Construction Ltd.	awarded	$1,618,000.00
Williams, Murphy & MacLeod		1,644,000.00
Fitzgerald & Snow Limited		1,697,343.00

Mechanical

MacIntyre Sheet Metal Ltd.	awarded	$ 294,900.00
Bevan Bros. Ltd.		309,000.00
D.B. & J. (1971) Inc.		309,800.00
Steen Construction Ltd.		332,000.00
Inman Plumbing & Heating Ltd.		332,400.00

Electrical

MacLean & Son Electric Ltd.	awarded	$ 178,400.00
Burke Electric Ltd.		195,477.00
Hansen Electric Ltd.		203,700.00
McGee Electrical Ltd.		204,800.00
Acadia Electric Ltd.		206,800.00

Kinkora Elementary School

Opened March 28, 1983

General

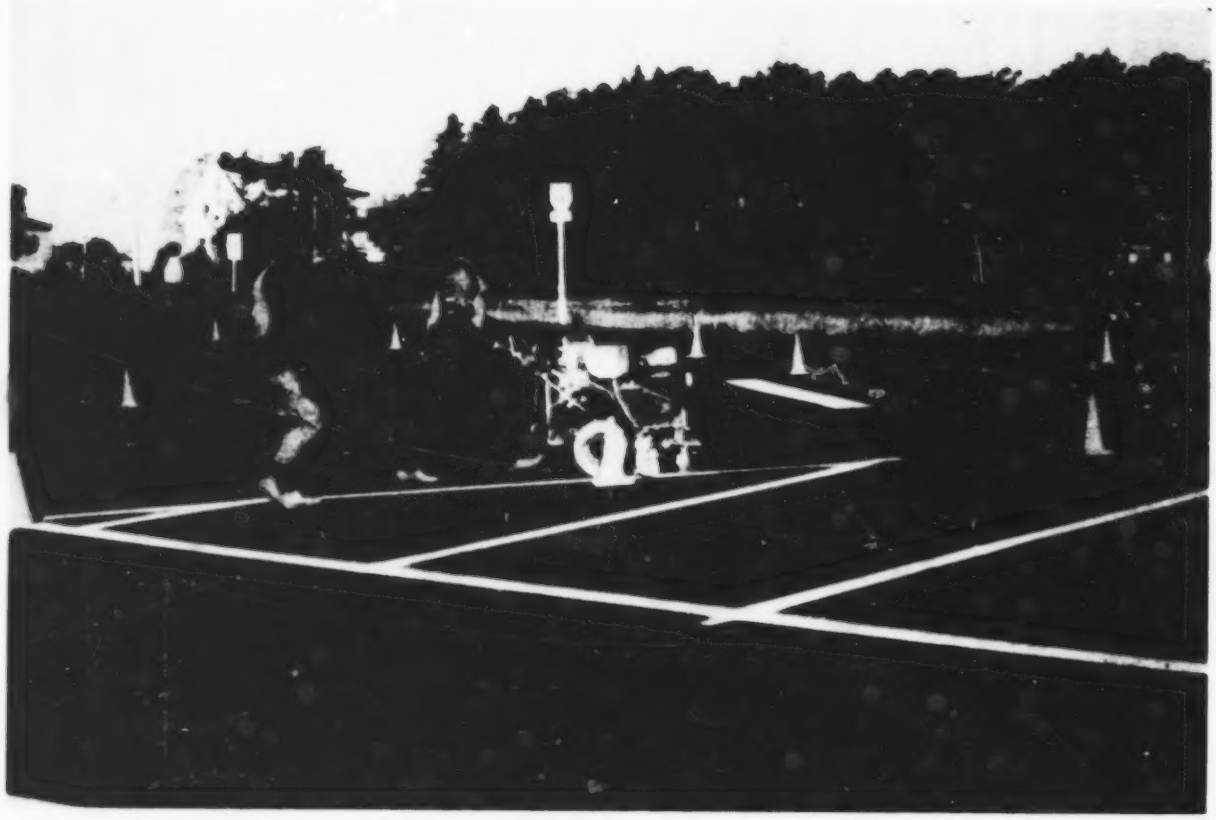
Williams, Murphy & MacLeod Ltd.	awarded	$1,426,000.00
Schurman Construction		1,436,000.00
Fitzgerald & Snow Limited		1,544,240.00

Mechanical

MacIntyre Sheet Metal Ltd.	awarded	$ 289,990.00
Inman Plumbing & Heating Ltd.		303,452.00
Bevan Bros. Ltd.		305,000.00
Steen Contractors		309,800.00
D. B. & J (1971) Inc.		314,500.00
R & M Plumbing Ltd.		353,500.00

Electrical

McGee Electrical Ltd.	awarded	$ 160,500.00
Waites Enterprises Ltd.		164,500.00
Inman Plumbing & Heating Ltd.		179,453.00
Hansen Electric Ltd.		181,000.00
MacLean & Son Electric Ltd.		186,890.00
Acadia Electric Ltd.		192,800.00
Burke Electric Ltd.		197,444.00
D. B. & J. (1971) Inc.		208,800.00



Middleton

Western Road

SERVICES DIVISION 1982-83

Central services are provided to departments and agencies from the following sections:

A) Insurance & Accommodations
B) Audio Visual
C) Mail
D) Information
E) Properties & Surveys
F) Printing

A. INSURANCE & ACCOMMODATIONS

General responsibilities: Leasehold agreements for government office space
Telephone services liaison
Janitorial contracts
Administration of government insurance
Office space accommodations
Equipment procurement for new schools
Surplus equipment and furnishings

Leases for government office space are maintained throughout the Province. Three leases have been dropped during the year, two in Charlottetown as a result of the opening of the George Coles Building and one in Souris; and two new leases have been signed for a net decrease of 1,690 square feet over the year. New leases are for the Occupational Health and Safety Council in Charlottetown and the Premiers Office in Summerside.

Cleaning services are handled by this division for leased premises, representing fourteen contracts in Charlottetown, Summerside and Souris.

Equipment purchase for Montague High School was substantially completed during the year and preparations are being made for equipment for East Royalty Elementary School.

Surplus equipment and furnishings is a new program, established at the end of the year, to collect and redistribute surplus between government departments, and co-ordinating with central purchasing.

During the last fiscal year, the government insurance program consisted of six policies:

All Risk Property	Contractor's Equipment
Boiler & Machinery	Automobile Fleet
Primary Liability	Umbrella Liability

During the period, the schedule of property insured was revised to include all owned buildings above the value of the deductible of $50,000 and to include those acquired during the year.

In conjunction with the insurance consultant, coverage under the program was re-specified for tender in February 1983 and tenders awarded effective 1 April 1983. The program now consists of five policies:

All Risk Property to include Contractor's Equipment
Boiler and Machinery
Automobile Fleet
Primary Comprehensive General Liability
Umbrella Liability

The schedule of property insured (buildings and the insurance tender proposals follow:

INSURANCE PROPOSALS TO THE GOVERNMENT OF PRINCE EDWARD ISLAND

Class	Deductible	B. Carr	C. Cooke	Ellis	Hyndman	Peake & McInnis	H.L. Sear	Agent's Assoc.	Marsh & McLennan	Tedd Stenhouse	Tomenson Saunders
						Premiums					
PROPERTY – ALL	$ 10,000							$162,734	$105,782	$105,967	$103,394
Risks incl.	25,000◄							126,571		79,475◄	94,403
Contractor's	50,000							113,913		77,709	80,917
Equipment	100,000							108,489		75,060	58,440
PROPERTY – All Risks without Contractor's Equipment	25,000							110,238		79,475 (Poss. reduction)	82,153
CONTRACTOR'S	250	$105,702									
EQUIPMENT –	1,000	97,769		$ 42,001						42,001	
Replacement	2,500	87,969			$ 32,901						
Cost $23,333,850	5,000	78,168			30,801						
	10,000	68,368			28,468						
	2%		$ 42,000				$ 11,658				
BOILER AND	1,000◄	17,148	12,829	12,398	9,762◄	$ 11,908			12,373	12,398	14,500
MACHINERY	5,000	14,914	11,483	11,096	7,810	10,486	10,736		10,885	11,096	12,600
	10,000	14,470	9,449	9,130	6,346	8,717	8,967		8,956	9,130	11,400
	25,000	13,995	8,556	8,266	5,858	7,940	8,190		8,109	8,266	10,800
AUTOMOBILE	Coll 250◄										
$1,000,000	Comp 50	88,879			64,548◄				106,795		82,269
BI/PD incl.	P.D. 1,000										
	Coll 1,000			75,000						75,000	
	Comp 500										
	Coll 1,000										
	Comp 250	74,979			58,506				91,000		77,633
PRIMARY	NIL								19,400◄	25,000	
LIABILITY	P.D. 2,500			24,000						20,000	40,500
	P.D. 5,000			22,900						18,750	37,500
UMBRELLA LIABILITY											
15,000,000 xs	NIL◄			22,760						22,000	
20,000,000 xs	NIL			29,660						25,500	
10,000,000 xs	10,000								10,350		
15,000,000 xs	10,000◄								11,850◄		25,000
20,000,000 xs	10,000								13,350		27,000

SCHEDULE OF PROPERTY INSURED

January 1983 — **THE PROVINCE OF PRINCE EDWARD ISLAND** — **PAGE 1**

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED 90% Replacment Cost)	INSURANCE ON
	TIGNISH						
1.	Sea Cow Pond Road Lot 1	Anglo Provincial Park Comfort Station	Wood Frame	480	$ 55,000 ($115.)	$ 49,500	Building
2.	Church Street	Senior Citizen Housing 1 Building - 6 Units	Wood Frame	4,000	240,000	216,000	"
3.	Maple Street	6 Units x 960 sq. ft.	Wood Frame	5,760	345,600	311,040	"
4.	Route 12 Lot 3	Jacques Cartier Prov. Park, Comfort Station & Laudromat	Wood Frame	480	55,000 ($115.)	49,500	"
			Wood Frame	480	40,000 ($ 83.)	36,000	"
	ALBERTON						
5.	Dufferin St.	Alberton Court House	Frame-Patent Roof	7,750	465,000	418,500	"
6.	Church Street	Maplewood Manor Sr. Citizen - 50 beds	Brick-Patent Roof, sprinklered	36,550	2,193,000	1,973,700	"
		Senior Citizens Housing					
7.	Dufferin St. (West)	"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
8.	Dufferin St. (East)	"B" Building 6 Units	Wood Frame	5,900	300,000	270,000	"
		Family Housing					
9.	Carol Street	8 Units x 960 sq. ft.	Wood Frame	7,680	460,800	414,720	"

SCHEDULE OF PROPERTY INSURED

January 1983 — THE PROVINCE OF PRINCE EDWARD ISLAND — PAGE 2

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED 90% Replacement Cost)	INSURANCE ON
10.	Elder Street	6 Units x 960 sq. ft.	Wood Frame	5,760	345,600	311,040	Buildings
11.	New Street	2 Units x 960 sq. ft.	Wood Frame	1,920	115,200	103,680	Buildings
12.	Elmsdale Route 2	Grain Elevator (PEI Grain Elevator Corp)	Concrete		2,000,000	1,800,000	Building & Equipment
13.	Route 2 Lot 5	Bloomfield Provincial Park Comfort Station & Storage Bay	Wood Frame	576	50,000 ($ 87)	45,000	Building
	Jct. Routes 2 & 162 Mill River	Provincial Parks Western Region HQ					
14.		Office	Wood Frame	1,756	70,000 ($ 40)	63,000	Bldg. & Equip.
15.		Maintenance Building	Wood Frame	5,200	200,000 ($ 40)	180,000	" "
16.		Storage Shed (Compound)	Wood Frame	2,800	50,000 ($ 18)	45,000	" "
17.		Club House	Wood Frame	2,382	60,000 ($ 25'	54,000	" "
18.		Mobile Canteen	Wood Frame	400	35,000 ($ 88)	31,500	" "
19.		Mobile Washroom	Wood Frame	400	60,000 ($150)	54,000	" "
	Jct. Routes 2 & 162 Mill River	Mill River Campground Park Office	Wood Frame	278	30,000 ($107)	27,000	
20.		Comfort Station	Wood Frame	630	55,000 ($ 88)	49,500	" "
22.		Comfort Station	Wood Frame	630	55,000 ($ 88)	49,500	" "
23.		Kitchen Shelter & Laundromat	Wood Frame	648	35,000 ($ 54)	31,500	" "
24.		Treatment Plant	Wood Frame	800	122,000 ($150)	109,800	" "
	West Point	Cedar Dunes Provincial Pk.					
25.	Route 14 Lot 8	Comfort Station	Wood Frame	480	50,000 ($104)	45,000	Building
26.		Comfort Station	Wood Frame	480	60,000 ($125)	54,000	"
	O'Leary						
27.	42 Barclay Road	West Prince Regional Services Centre	Brick & Steel Built Up Roof	12,600	756,000	680,400	"
28.	46 Barclay Road	West Prince Veterinary Clinic	Masonary-Patent Roof	3,163	240,000	216,000	"

SCHEDULE OF PROPERTY INSURED

THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED 90% Replacement Cost)	INSURANCE ON
		Senior Citizens Housing					
29.	Parkview Terrace	"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	Building
30.	Parkview Terrace	"B" Building 6 Units	Wood Frame	5,200	312,000	280,800	"
31.	Parkview Terrace	"C" Building 8 Units	Wood Frame	5,500	330,000	297,000	"
		Family Housing					
32.	Centennial Drive	Units 10 x 960 sq. ft.	Wood Frame	9,600	576,000	518,400	"
	Route 12 Lot 3	Green Provincial Park	Frame-Patent Roof	2,634	200,000 ($ 76)	180,000	"
33.		Interpretive Centre					
34.		Yeo House	" "	6,912	400,000 ($ 58)	360,000	"
35.		Barn	" "	1,650	30,000 ($ 18)	27,000	"
36.		Barn	" "	600	30,000 ($ 50)	27,000	"
37.		Blacksmith Shop	" "	414	40,000 ($ 97)	36,000	"
38.		Carpenter Shop	" "	594	30,000 ($ 50)	27,000	"
39.		Admin. Office	" "	680	35,000 ($ 52)	31,500	"
40.		Services & Laundromate	" "	480	30,000 ($ 62)	27,000	"
41.		Comfort Station	" "	590	55,000 ($ 93)	49,500	"
42.		Comfort Station	" "	590	55,000 ($ 93)	49,500	"
43.		Comfort Station	" "	590	55,000 ($ 93)	49,500	"
	TYNE VALLEY						
		Senior Citizens Housing					
44.	Route 169	"A" Building 7 units	Wood Frame	4,000	240,000	216,000	"
45.		"B" Building 5 Units	Wood Frame	3,400	204,000	183,600	"
	RICHMOND						
46.	Lot 14 Road	Forestry Office	Frame-Asphalt Roof	2,565	153,900	138,510	"
47.	(Route 125)	Maintenance Building	Frame-Asphalt Roof	1,548	92,880	83,592	"
	ABRAM'S VILLAGE						
		Senior Citizens Housing					
48.	Route 11	1 Building 6 Units	Wood Frame	3,800	228,000	205,200	"
	WELLINGTON						
		Senior Citizens Housing					
49.		"A" Building 2 Units	Wood Frame	1,200	72,000	64,800	"

SCHEDULE OF PROPERTY INSURED

THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED 90% Replacement Cost)	INSURANCE ON
50.		"B" Building 4 Units	Wood Frame	2,300	138,000	124,200	Building
51.		"C" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
52.		"D" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
	MOUNT CARMEL	Senior Citizens Housing					
53.		1 Building 6 Units	Wood Frame	5,000	300,000	270,000	"
	MISCOUCHE	Senior Citizen Housing					
54.	Lot 16 Road	"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
55.		"B" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
56.		"C" Building 8 Units	" "	5,200	312,000	280,800	"
	Route 123 - Lot 16	Belmont Prov. Park	" "	576	50,000 ($ 87)	45,000	"
57.		Comfort Station					
	Route 11 - Lot 17	Linkletter Prov. Park	" "				
58.		Comfort Stn., Service Bay and Laundromat	" "	1,152	75,000 ($ 65)	67,500	"
59		Comfort Station	" "	672	55,000 ($ 82)	49,500	"
	Route 109						
	Dunk River	Scales Pond Prov. Park					
60.		House			75,000	67,500	"
61.		Mill			500,000	450,000	"
	Route 1-5 Lot 18	Cabot Prov. Park					
62.		Comfort Station	Wood Frame	537	55,000 ($102)	49,500	"
63.		Comfort Station	" "	654	55,000 ($ 82)	49,500	"
64.		Comfort Station	" "	420	55,000 ($115)	49,500	"
65.		Comfort Station	" "	910	55,000 ($ 60)	49,500	"
66.		Comfort Station, Service Bay & Laudromat	" "	1,152	75,000 ($ 65)	67,500	"
67.		Activity Centre	" "	1,120	55,000 ($ 49)	49,500	"
68.		Garage (Shop)		480	30,000 ($ 63)	27,000	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (80% Replacement Cost)	INSURANCE ON
	ST. ELEANORS						
69.	Pope Road	Highways Garage Office & Shops & Service Bays	Wood Frame-Steel roof	12,163	729,780	656,802	Building
70.		Debert Building	Wood Frame	1,690	101,400	91,260	"
71.		Rocksalt Storage	Frame-Patent Roof	1,300 (840)	52,000	46,800	"
72.	South Drive	Addiction Services Treatment Centre	Portable Classroom Steel	600 (820)	12,000	10,800	"
	SUMMERSIDE						
73.	425 Granville Street North	Holland College Summerside Centre	Fire Resistive Fire Resistive Roof Sprinklered	74,000	4,440,000	3,996,000	"
74.	205 Linden Ave.	Health Centre	Fire Resistive unprotected steel fire resistive roof	6,450	387,000	348,300	"
75.	Waterfront Mall	Holland College Marine Div. Marine & Fisheries Bldg	Concrete & Steel Roof Hollow concrete block with frame veneer	32,980	1,978,800	1,780,920	"
76.	322 North Dame St.	Public Works Office	Brick - 320 sq. ft. Wood Frame, asphalt shingles	1,088	65,280	58,752	"
77.	328 North Dame St.	Old Curling Rink (Trowel Trades Training)	Concrete Block Patent Roof	13,723	823,380	741,042	"
78.	108 Central St.	Prince County Court House	Brick-Patent Roof	16,094	965,640	869,076	"
79.	205 LeFurgey Ave.	Summerset Manor (119 Beds)	Brick-Patent Roof Sprinklered	68,090	4,085,400	3,676,860	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
		Senior Citizen Housing					
80.		"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	Building
81.		"B" Building 4 Units	" "	2,300	138,000	124,200	"
82.		"C" Building 4 Units	" "	2,300	138,000	124,200	"
83.	LeFurgey Avenue	"D" Building 4 Units	" "	2,300	138,000	124,200	"
84.		"E" Building 4 Units	" "	2,300	138,000	124,200	"
85.		"F" Building 22 Units	" "	13,000	780,000	702,000	"
86.		"G" Building 8 Units	" "	4,500	270,000	243,000	"
87.		"H" Building 8 Units	" "	5,000	300,000	270,000	"
88.	224 Linden Ave.	"J" Building 30 Units	" "	21,000	1,260,000	1,134,000	"
89.	229 Linden Ave.	"K" Building 18 Units	" "	12,600	756,000	680,400	"
		Family Housing 20 Bldgs — 44 Units					
90.	Wood Avenue	10 Units x 960 sq. ft.	" "	9,600	576,000	518,400	"
91.	Elm Street	2 Units x 960 sq. ft.	" "	1,920	115,200	103,680	"
92.	Wedge Street	14 Units x 960 sq. ft.	" "	13,440	80,640	72,576	"
93.	Towers Street	12 Units x 960 sq. ft.	" "	11,520	691,200	622,080	"
94.	Elm & Brophy Sts	6 Units x 960 sq. ft.	" "	5,760	345,600	311,040	"
	KENSINGTON						
95.	Route 2	Grain Elevator (PEI Grain Elevator Corp)	Metal Clad Frame		1,883,000	1,694,700	"
		Senior Citizen Housing					
96.	Pleasant Street	"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
97.		"B" Building 4 Untis	" "	2,300	138,000	124,200	"
98.		"C" Building 6 Units	" "	4,000	240,000	216,000	"
99.		"D" Building 6 Units	" "	4,000	240,000	216,000	"
100.		"E" Building 14 Units	" "	8,500	510,000	459,000	"
101.		"F" Building 10 Units	" "	8,000	480,000	432,000	"
	WILMOT						
102.	Jct. Rte 1A & 107	Lady Slipper Visiter Information Centre	Island Stone	3,000	200,000	180,000	"
102A	Chelton Rd.	Chelton Beach, Prov. Park Bath House & Storage	Wood Frame	880	63,360 ($ 72)	57,024	"

SCHEDULE OF PROPERTY INSURED
THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
	BEDEQUE						
103.	Searletown Road	Senior Citizen Housing 1 Building 6 Units	Wood Frame	4,000	240,000	216,000	Building
	BORDEN						
	Howatt Street	Senior Citizen Housing					"
104.		"A" Building 8 Units	Wood Frame	5,500	330,000	297,000	"
105.		"B" Building 8 Units	Wood Frame	5,200	312,000	280,800	"
106.		"C" Building 6 Units	Wood Frame	5,000	300,000	270,000	"
107.	Trans Canada Hwy	Scale House	Frame-Patent Roof	1,102	66,200	59,580	
	KINKORA						
		Senior Citizen Housing					"
108.	Anderson Rd.	"A" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
109.	(Rte 225)	"B" Building 6 Units	Wood Frame	3,000	180,000	162,000	
110.	Kelly's Cross Route 13	Senior Citizen Housing 6 Units	Wood Frame	4,000	240,000	216,000	"
111.	Hunter River Route 2	Senior Citizen Housing 14 Units	Wood Frame	8,500	510,000	459,000	"
112.	Fredericton Rte. 2	Addiction Services Long Term Treatment Ctr.	Wood Frame Patent Roof	2,880	172,800	155,520	"
113.	Fredericton Rte 2	Addiction Services Farm Storage Barn	Wood Frame	5,024 ($20)	100,480	90,432	"
114.	New London Route 6	Senior Citizen Housing 14 Units	Wood Frame	8,500	360,000	324,000	"
115.	Rustico Barren Rd. (Rte 6)	Senior Citizen Housing 6 Units	Wood Frame	4,000	240,000	216,000	"

January 1983

SCHEDULE OF PROPERTY INSURED
THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
116.	North Rustico	Star of the Sea Senior Citizen Home	Wood Frame	1,152	69,120	62,208	Building
117.	Crapaud Mill Road	Senior Citizen Housing "A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
		"B" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
118.	Victoria Harbour Lot 29	Victoria Prov. Park Bath House	Wood Frame	760	55,000 ($ 72)	49,500	"
119.	Route 19 -Lot 30	Argyle Shore Prov. Park Bath House	Wood Frame	760	55,000 ($ 72)	49,500	"
120.	T.C.H.-Churchill	Strathgartney Prov. Park Bath House	Wood Frame	760	55,000 ($ 72)	49,500	"
121.	Cornwall 51 McCarthy Dr. Ext.	Senior Citizen Housing 8 Units	Wood Frame	5,300	318,000	286,200	"
	CHARLOTTETOWN AREA						
122.	Rochford Street	Prov. Admin. Bldg. Shaw Building	Fire Resistive	102,290	6,137,400	5,523,660	"
123.	11 Kent Street	Prov. Admin. Bldg. Annex (Jones Bldg.)	Fire Resistive	77,750	4,665,000	4,198,500	"
124.	Fitzroy Street	Prov. Admin. Bldg. Health (Sullivan Bldg.)	Fire Resistive	69,170	4,150,200	3,735,180	"
125.	Richmond Street	Province House	Stone-Slate Roof Sprinklered	19,200	1,152,000	1,036,800	"

SCHEDULE OF PROPERTY INSURED
THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
	CHARLOTTETOWN AREA (CONT'D)						
126.	Queens Square	George Coles Bldg. (Old Law Court Gov't Office Building)	Brick-Patent Roof	22,500	1,500,000	1,350,000	Building
127.	S.E. Corner of Richmond & Gr. George	Province House Annex	Brick-Patent Roof	7,872	472,320	425,088	"
128.	42 Gr. George St.	Marine Building	Brick-Patent Roof	6,480	388,800	349,920	"
129.	45 Kensington Rd.	Prov. Home for the Aged	Brick & Frame Patent Roof - Sprinklered	28,272	1,696,320	1,526,688	"
130.	130 Riverside Dr.	Highways Garage	Frame-Patent Roof	45,000	2,700,000	2,430,000	"
131.	130A Riverside Dr.	Highways Laboratory	Non Combustible	4,928	295,680	266,122	"
132.	188 Prince St.	Old Health Building	Frame-Patent Roof	10,825	649,500	584,550	"
133.	Park Roadway	Government House (Fanningbank) Lt. Gov. Residence	Frame-Patent Roof Sprinklered	16,460	1,975,200 ($120. sq. ft.)	1,777,680	"
134.	102 McGill Ave.	Old Prov. Sanitorium (Rehabilitation Centre)	Brick Fire Resistive Roof	66,170	3,970,200	3,573,180	"
135.	90 McGill Ave.	Old Nurses' Home (McGill Treatment Centre)	Frame-Patent Roof	10,500	630,000	567,000	"
136.	55 Belmont St.	Belmont St. Warehouse (Agriculture Machine Shop)	Frame-Patent Roof	7,000	420,000	378,000	"
137.	Haviland St.	Charlottetown Hospital	Steel Frame Block Brick	83,864	5,031,840	4,528,656	"
138.	Brighton Rd.	P.E.I. Hospital	Steel Frame Block & Brick	131,430	7,885,800	7,097,220	"
139.	Brighton Rd.	P.E.I. Hospital Nurse's Residence	Asphalt Shingles Wood Studs	18,110	1,086,600	977,940	"
140.	205 Kent St.	Addiction Services Detoxification Unit	Wood Frame Patent Roof	3,780	226,800	204,120	"

SCHEDULE OF PROPERTY INSURED
THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($.60. sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
141.	Riverside Drive Parkdale	P.E.I. Energy from Waste Plant	Vertical Concrete Walls	14,000	7,000,000	6,300,000	Building & Contents
142.	Hillsborough Park	Belmont	Wood Frame Asphalt Shingles	4,260	255,600	230,040	Building
		Senior Citizens Housing					
143.	300 North River Road	Charlotte Court 45 Units	Wood Frame	26,000	1,560,000	1,404,000	"
144.	28 & 34 Hunt Ave.	Huntington Court 70 Units	Wood Frame	52,500	3,150,000	2,835,000	"
145.	3 Rankin Court	Maryfield 14 Units	Wood Frame	10,000	600,000	540,000	"
146.	501 Upper Queen Street	Spring Park Court 96 Units	Wood Frame	80,000	4,800,000	4,320,000	"
147.	7 Park Royal Court Parkdale	Park Royal Court - 40 Units	Wood Frame	29,000	1,740,000	1,566,000	"
		Family Housing 27 Buildings - 54 Units					
148.	Dresden Court Belmont Street	30 Units x 960 sq. ft. per	Wood Frame	28,880	1,728,000	1,555,200	"
149.	Northridge Parkway	3 Units x 960 sq. ft. per	Wood Frame	2,880	172,800	155,520	"
150.	Westcombe Crescent	1 Unit x 960 sq. ft. per	Wood Frame	960	57,600	51,840	"
151.	Dorchester Street	2 Units x 960 sq. ft. per	Wood Frame	1,920	115,200	103,680	"
152.	Upper Queen Street	18 Units x 960 sq. ft. per	Wood Frame	17,280	1,036,800	933,120	"
153.	Riverside Drive	Hillsborough Hospital (Active Treatment)	Brick-Fire Resistive Sprinklered	31,000	1,860,000	1,674,000	"
154.	Riverside Drive	Riverside Health Bldg.	Brick-Fire Resistive Sprinklered	16,000	960,000	864,000	"
155.	Riverside Drive	Riverside Welfare Bldg.	Brick-Patent Sprinklered	19,500	1,170,000	1,053,000	"

SCHEDULE OF PROPERTY INSURED
THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
156.	Riverside Drive	Riverside School of Nursing	Frame-Patent Roof	13,135	788,100	709,290	Building
157.	Riverside Drive	Sherwood Home & Hospital	Brick-Patent Roof	12,054	723,240	650,916	"
158.	Riverside Drive	Superintendent's Residence	Frame-Patent Roof	3,884	233,040	209,736	"
159.	Riverside Drive	Doctor's Residence	" "	2,824	169,440	152,496	"
160.	Riverside Drive	Farmer's Residence	" "	3,800	228,000	205,200	"
161.	Riverside Drive	Herdsman's Residence	" "	1,054	63,240	59,916	"
162.	Riverside Drive	Laundry, Carpentry & Recreation Hall	" "	7,960	477,600	429,840	"
163.	Riverside Drive	Stores	" "	5,242	314,520	283,068	"
164.	Riverside Drive	Boiler Room	" "	3,838	230,280	207,252	"
165.	Riverside Drive	Dairy	" "	580	34,800	31,320	"
166.	Riverside Drive	Occupational Therapy	" "	6,383	382,980	344,682	"
167.	Riverside Drive	Highway Salt Depot	Frame-Asphalt Shingles	6,362	254,480	229,032	"
168.	Beach Grove Road	Main Building Beach Grove Infirmary	Frame-Patent Roof	31,149	1,868,940	1,682,046	"
169.	Beach Grove Road	Central Heating Plant	Frame-Patent Roof	1,489	89,340	80,406	"
170.	Beach Grove Road	Staff House	Frame-Patent Roof	7,405	444,300	399,870	"
171.	Beach Grove Road	Fisheries Warehouse	Hollow concrete block patent roof	2,400	144,000	129,600	"
172.	Beach Grove Road	Queens Co. Forestry Depot & Fire Station	Frame-Patent Roof	3,111	186,660	167,994	"
173.	May Point	Fish & Wildlife Building	Frame-Patent Roof	2,715	162,900	146,610	"
174.	May Point	Environmental Services Lab.	Wood Frame-Metal Siding Roof wood frame asphalt top	1,568	94,080	84,672	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost	INSURANCE ON
175.	Beach Grove Road	Parks Complex Offices - Debert Hut & Portable Classroom	Wood Frame	2,230	133,800	120,420	Building
176.	Beach Grove Road	Mobile Office & Two Portable Classroom	Wood Frame	1,435	86,100	77,490	"
177.	Beach Grove Road	Storage Building	Wood Frame	1,454	87,240	78,516	"
178.	Beach Grove Road	Truck Garage	Wood Frame	1,348	80,880	72,792	"
	FORESTRY BRANCH						
179.	Hurry Road	Main Header House	Wood Frame - Asphalt Roof	10,832	649,920	584,928	"
180.	Hurry Road	Green House	Walls & roof glass metal frame	4,675	280,500	252,450	"
181.	Hurry Road	Green House	Glass walls & roof metal frame	4,675	280,500	252,450	"
182.	Hurry Road	Gasifier Building	Concrete blocks - flat roof	2,160	129,600	116,640	"
183.	Hurry Road	Boiler Building	Wood Frame - asphalt shingles	1,862	111,720	100,548	"
184.	Hurry Road	Green House	Metal frame - plastic sheeting	21,120	1,267,200	1,140,480	"
185.	Hurry Road	Seed Preparation Bldg.	Wood Frame - asphalt shingles	9,160	549,600	494,640	"
186.	Hurry Road	Mezzanine	Wood Frame - asphalt shingles	722	43,320	38,988	"
187.	Hurry Road	Green House	Metal Frame - plastic sheeting	21,120	1,267,200	1,140,480	
188.	Hurry Road	Maintenance Building	Wood Frame - Asphalt shingles	1,548	92,880	83,529	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
189.	Hurry Road	Workshop & Storage Building	Wood Frame - asphalt shingles	3,450	207,000	186,300	Building
190.	Hurry Road	Storage Building	Wood Frame - asphalt shingles	1,600	96,000	86,400	"
191.	Burns Avenue	Handicraft Training Centre	Non-combustible	17,000	1,020,000	918,000	"
192.	Enman Crescent	Main Building (P.V.I.) Holland College Royalty Centre	Fire Resistive Unprotected steel Sprinklered	110,674	6,640,440	5,976,396	"
193.	Enman Crescent	Annex (P.V.I.) Holland College Royalty Centre	Fire Resistive Unprotected steel Sprinklered	30,300	1,818,000	1,636,200	"
194.	South Milton	Sleepy Hollow Correctional Centre	Fire Resistive	34,400	3,898,500 ($113. sq. ft.)	3,508,650	"
	BUNBURY ROAD						
		Bunbury Nursery					
195.		Dwelling #1	Frame-Patent Roof	3,026	181,560	163,404	"
196.		Dwelling #2	Frame-Patent Roof	1,665	69,900	62,910	"
197.		Sales Building	Metal Siding Stud Walls Asphalt Shingles	1,600	96,000	86,400	"
198.		Storage Building	Frame-Asphalt Roof	1,000	60,000	54,000	"
199.		Storage Building	Frame-Asphalt Roof	6,633	397,980	358,182	"
200.		Green House #1	Frame-Glass Roof	753	45,180	40,662	"
201.		Green House #2	Frame-Glass Roof	504	30,240	27,216	"
		Senior Citizen Housing					
202.	Mount Stewart Palmer Street	6 Units	Wood Frame	4,000	240,000	216,000	"
		Family Housing					
203.	Mount Stewart Main Street	3 buildings - 6 units 6 units x 960 sq. ft.	Wood Frame	5,760	345,600	311,040	"

SCHEDUEL OF PROPERTY INSURED
THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
204.	Eldon/Belfast Route 1	Senior Citizen Housing 6 Units	Wood Frame	4,000	240,000	216,000	Building
205.	Vernon River Heritage Road	Senior Citizen Housing 5 Units	Wood Frame	3,400	204,000	183,600	"
206.	Brackley Point Jct. Route 6 & 15	Visitor Information Centre	Island Stone -- Canfor Cedar Shingles	800	52,800	47,520	
207.	Brookvale Route 13 - Lot 30	Brookvale Ski Park Ski Lodge	Frame-Patent Roof	2,668	200,000 ($ 75)	180,000	Bldg. & Equip.
208.		Rental Hut	" " "	580	100,000 ($172)	90,000	" "
209.	Tea Hill East Route 1A - Lot 49	Tea Hill Prov. Park Comfort Station	Wood Frame	1,210	72,600	65,340	
		Storage Building					
210.	Orwell Corner Jct. TCH & Rte 210	Orwell Corner Historic Site Historic House	Frame-Patent Roof		120,000	108,000	Building
211.	Uigg Between TCH & Route 24	Sir Andrew MacPhail Prov. Park Historic House	Frame-Cedar Shingles	6,620	500,000	450,000	"
212.	TCH at Belfast	Barn/Museum Lord Selirk Prov. Park	Wood Frame	2,160	129,600	116,640	"
213.		Comfort Station	Wood Frame	610	45,000 ($ 74)	40,500	"
214.		Comfort Station	Wood Frame	480	45,000	40,500	"
215.		Log Cabin	Natural Log		40,000	36,000	"
216.		House/Laundromat	Wood Frame	1,200	63,000	56,700	"
217.	TCH at Pinette	MacDonald House Pinette Picnic Site	Wood Frame	1,360	81,600	73,440	"
218.		Comfort Station	Wood Frame	480	45,000	40,500	"
219.	Caledonia Rd. Grandview	P.E.I. Market Development Cole Crop Products Warehouse	Steel on Steel		7,600	6,840	"
	Est of Wood Islands						
220.	Ferry Terminal	Wood Island Picnic Site Comfort Station	Wood Frame	480	45,000	40,500	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Rish Name	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost	INSURANCE ON
	Wood Islands East Route 4	Northumberland Prov. Park					
221.		Office/Storage Building	Wood Frame	335	55,000 ($164)	49,500	Building
222.		Recreation Building	Wood Frame	800	55,000 ($ 69)	49,500	"
223.		Change House/Comfort Station	Wood Frame	1,060	55,000 ($ 52)	49,500	"
224.		Comfort Station	Wood Frame	1,060	81,000 ($ 76)	72,900	"
225.		Comfort Stn/Laudromat	Wood Frame	1,150	85,000 ($ 74)	76,500	"
226.		Comfort Station	Wood Frame	480	45,000	40,500	"
	Murry Harbour Victoria Street	Senior Citizen Housing					
227.		6 Units	Wood Frame	4,000	240,000	216,000	"
	Gladstone	Fantasyland Prov. Park					
228.	Route 348	Office/Storage Building			50,000	45,000	"
229.		Comfort Station			45,000	40,500	"
230.		Canteen (Pumpkin)			35,000	31,500	"
231.		Adventure Playground			50,000	45,000	"
	Murry River	Senior Citizen Housing					
232.	Main St. (Route 4)	6 Units	Wood Frame	5,000	300,000	270,000	"
	Smith Point	Panmure Island Prov. Park					
233.	Route 347	Office/Storage/Comfort Station	Wood Frame	1,152	100,000 ($ 87)	90,000	"
234.		Steel Home	Wood Frame		50,000	45,000	"
	Milltown Cross	Buffaloland Prov. Park	Pressure Treated				
235.	Jct. Routes 4 & 317	Barn	Poles Metal siding & roof	2,400	40,000 ($ 17)	36,000	"
	MONTAGUE						
236.	185 Wood Islands Road	Southern Kings & Queens Regional Services Centre	Concrete Block Patent Roof	10,600	636,000	572,400	"
237.	River Front	Highways Salt Depot	Concrete Block Asphalt Shingles	5,281	211,240 ($40. sq. ft.)	190,116	"
238.	82 Main St. South	Riverview Manor (50 beds)	Brick-Patent Roof Sprinklered	36,550	2,193,000	1,973,700	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
239.	409 McIntyre Ave.	Wood Burning Unit King County Memorial Hospital	Concrete W/Steel Grate	2,012	380,000	342,000	Building
		Senior Citizen Housing					
240.	Queens Road	"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
241.	Queens Road	"B" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
242.	John Beer Drive	"C" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
243.	John Beer Drive	"D" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
244.	Wood Islands Hill	"E" Building 8 Units	Wood Frame	5,500	330,000	297,000	"
245.	Campbell's Ave.	"F" Building 5 Units	Wood Frame	3,400	204,000	183,600	"
246.	Queens Road	"G" Building 5 Units	Wood Frame	3,400	204,000	183,600	"
247.	Main Street	"H" Building 8 Units	Wood Frame	6,000	360,000	324,000	"
		Family Housing 11 buildings - 22 units					
248.	Campbellton St.	4 Units x 960 sq. ft. per	Wood Frame	3,840	230,400	207,360	"
249.	Patrick Street	10 units x 960 sq. ft. per	Wood Frame	9,600	576,000	518,400	"
250.	Spruce Street	4 units x 960 sq. ft. per	Wood Frame	3,840	230,400	207,360	"
251.	Queen Street Poole's Corner	4 units x 960 sq. ft. per Kings By-Way	Wood Frame	3,840	230,400	207,360	"
252.	Jct. Routes 3	Interpretive Centre	Frame-Patent Roof	6,000	360,000	324,000	"
253.	Roseneath Route 3 Brudenell River Route 3 - Lot 53	Grain Elevator (PEI Grain Elevator Corp.) Brudenell River Prov. Park and Golf Course	Concrete		1,930,000	1,737,000	Bldg. & Equip.
254.		50 Unit Motel			1,000,000	900,000	Building
255.		Lodge Complex			1,250,000	1,125,000	"
256.		Service Building			40,000	36,000	"
257.		Maintenance Building/ Carpenter Shop			100,000	90,000	"
258.		Administration Office	Wood Frame	1,140	70,000	63,000	"
259.		Recreation Barn	Frame-Concrete Floor & Basement	2,178	75,000	67,500	"
260.		Horse Barn	Frame-Asphalt Shingles	840	30,000	27,000	"

SCHEDULE OF PROPERTY INSURED

THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
	Brudenell River Route 3 - Lot 53	Brudenell River Prov. Park New Campground					
261.		Park Office	Wood Frame	360	30,000 ($ 83)	27,000	Building
262.		Comfort Station	Wood Frame	396	45,000 ($114)	40,500	"
263.		Comfort Station	Wood Frame	396	45,000 ($114)	40,500	"
264.		Comfort Station	Wood Frame	1,288	60,000 ($ 47)	54,000	"
	Brudenell River Route 3 Lot 53	Brudenell River Prov. Park Old Campground					
265.		Comfort Station	Wood Frame	396	45,000 ($113)	40,500	"
266.		Comfort Station	Wood Frame	396	45,000 ($113)	40,500	"
267.		Storage/Laundromat	Wood Frame	648	35,000 ($ 54)	31,500	"
	GEORGETOWN						
268.	95 Kent Street	Kings County Jail	Concrete Block & stone	4,517	271,020	243,918	"
269.	Gordon & Victoria Avenue	Addiction Services/ Treatment Centre	Portable Classroom	600 ($ 20)	12,000	10,800	"
270.	Gordon & Victoria Avenue	Addiction Services/ Treatment Centre	Wood-Frame Patent Roof	1,800	108,000	97,200	"
		Senior Citizen Housing					
271.	63 Kent Street	"A" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
272.		"B" Building 6 Units	Wood Frame	5,000	300,000	270,000	"
		Family Housing 22 Buildings - 21 Units					
273.	Kent Street	3 Units x 960 sq. ft. per	Wood Frame	2,880	172,800	155,520	"
274.	Maple Crescent	10 Units x 960 sq. ft. per	Wood Frame	9,600	576,000	518,400	"
275.	North Street	2 Units x 960 sq. ft. per	Wood Frame	1,920	115,200	103,680	"
276.	Cedar Avenue	5 Units x 960 sq. ft. per	Wood Frame	4,800	288,000	259,200	"
277.	Victoria Street	1 Unit x 960 sq. ft. per	Wood Frame	960	57,600	51,840	"
278.	Spry Point	The Ark	Wood Frame	6,020 ($ 83)	500,000	450,000	"

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
279.	Route 350 Lots 38-39	Crow Bush Cove Prov. Park Bath House	Wood Frame	1,056	45,000 ($ 43)	40,500	Building
280.	Morell Queen Elizabeth Drive	Senior Citizen Housing 6 Units	Wood Frame	4,000	240,000	216,000	"
281.	St. Peters Route 2 - Lot 41	St. Peters Prov. Park Comfort Station	Wood Frame	480	45,000 ($ 94)	40,500	"
282.	Route 2 - Lot 41	"A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
283.		"B" Building 5 Units	Wood Frame	3,800	228,000	205,200	"
284.	Southampton	Forestry Office	Wood Frame - Asphalt Roof	2,565	153,900	138,510	"
285.	Route 313	Maintenance Building		1,548	92,880	83,592	"
286.	Bridgetown	Highways Salt Depot	Wood Frame - Asphalt Roof	5,027	201,080 ($40. sq. ft.)	180,972	"
287.	Rollo Bay Route 2	Senior Citizen Housing 14 Units	Wood Frame	8,500	510,000	459,000	"
288.	SOURIS 44 Chapel Avenue	Colville Manor (54 Beds)	Brick-Patent Roof	17,898	1,073,880	966,492	"
289.	19 Breakwater St.	Addiction Ser/Detox. Unit	Wood Frame/ Patent Roof	2,070	124,200	111,780	"
290.	Souris River Road	Senior Citizens Housing "A" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
291.	Souris River Road	"B" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
292.	Chappell Street	"C" Building 4 Units	Wood Frame	2,300	138,000	124,200	"
293.	Chappell Street	"D" Building 6 Units	Wood Frame	4,000	240,000	216,000	"
294.	Sterns Street	"E" Building 8 Units	Wood Frame	5,500	330,000	297,000	"
295.	Pond Street	"F" Building 5 Units	Wood Frame	3,400	204,000	183,600	"
296.	Pond Street	"G" Building 6 Units	Wood Frame	3,800	228,000	205,200	"
297.	Goodwill Avenue	"H" Building 5 Units	Wood Frame	3,400	204,000	183,600	"

SCHEDULE OF PROPERTY INSURED

THE PROVINCE OF PRINCE EDWARD ISLAND

January 1983

ITEM NO.	LOCATION	NAME OF PROPERTY (Risk Name)	CONSTRUCTION DETAILS	SQUARE FOOTAGE	REPLACEMENT COST ($60 sq. ft. or as shown)	AMOUNT INSURED (90% Replacement Cost)	INSURANCE ON
		Family Housing					
		6 Buildings					
298.	Cardinal Street Red Point	12 Units x 960 sq. ft. per	Wood Frame	11,520	691,200	622,080	Building
299.	Route 16 - Lot 46	Red Point Prov. Park Comfort Station	Wood Frame	630	55,000 ($ 87)	49,500	"
300.		Comfort Station	Wood Frame	630	55,000 ($ 87)	49,500	"
301.	Basin Head Route 16 - Lot 47	Basin Head Fisheries Museum	Frame-Patent Roof		432,000	388,800	
302.	Campbell's Cove Route 16 - Lot 47	Campbell's Cove Prov. Park Comfort Station	Wood Frame	480	75,000 ($ 51)	67,500	"
	MISCELLANEOUS as required	Dental Trailers (4) Sported at schools as required from 3 months to 1 year. As of 1 January 1983 they are located at:		(700) each	220,000	198,000	
303.		Parkside - Summerside					
304.		Central Queens - Hunter River					
305.		Sherwood Elementary - Sherwood					
306.		Glen Stewart - Southport					

SCHEDULE OF PROPERTY INSURED

THE PROVINCE OF PRINCE EDWARD ISLAND

			TOTALS Replacement Cost	TOTAL Amount Insured (90% Property Values)
Property Sub-Totals	Page	1	$ 4,292,400	$ 3,863,160
		2	4,388,800	3,949,920
		3	3,306,780	2,976,102
		4	2,641,000	2,376,900
		5	13,640,680	12,276,612
		6	9,757,000	8,781,300
		7	3,291,480	2,962,332
		8	17,034,720	15,331,248
		9	28,929,060	26,036,154
		10	26,206,000	23,585,400
		11	6,889,940	6,200,946
		12	5,060,460	4,554,414
		13	15,146,400	13,631,760
		14	1,991,200	1,792,080
		15	4,326,240	3,893,616
		16	8,356,200	7,520,580
		17	2,945,620	2,651,058
		18	4,471,940	4,024,746
		19	1,528,200	1,375,380
TOTAL PROPERTIES (Pages 1 - 19)			164,204,120	147,783,708
TOTAL CONTENTS (Annex "A")				8,697,550
TOTAL 90% Properties and 100% Contents				156,481,258

100

1 January 1983 ANNEX "A" to Schedule

VALUE OF CONTENTS OF BUILDINGS IN SCHEDULE OF PROPERTY INSURED THE PROVINCE OF PRINCE EDWARD ISLAND

ITEM NO.	PROPERTY & LOCATION	CONTENTS	VALUE
14.	Mill River Prov. Park Office	Office Supplies & Ski Equipment	$ 35,000.
15.	Maintenace Building	Park Service Eqpt & Furnishings	300,000.
16.	Storage Shed	Golf Course, Maintenance machinery	510,000.
17.	Club House	Golf Eqpt. & Lounge Supplies	40,000.
24.	Treatment Plant	Water Purification Eqpt.	100,000.
69.	Highways Garage	Mechanical Equipment	100,000.
72.	Addiction Services Treatment Ctr., South Dr., St. Eleanors	Office Eqpt., Household Furnishings	9,000.
A.	Addiction Services Detoxification Ctr., Lidstone Avenue, Summerside	Office Eqpt., Household Furnishings	10,000.
102.	Lady Slipper V.I.C. Jct. Rtes 1A & 107	Visual Displays	130,000.
112.	Fredericton Addiction Services Long Term Treatment Centre	Office Eqpt., Household Furnishings	10,000.
130.	Highways Garage 130 Riverside Dr., Charlottetown	Mechanical Equipment	600,000.
134.	Rehabilitation Centre 102 McGill Ave., Charlottetown	Treatment Equipment	300,000.
140.	Addiction Services Detoxification Unit, 205 Kent St., Ch'Town	Office Eqpt, Household Furnishings	10,000.
B.	Addiction Services Office & Treatment Ctr. 537 University Ave., Charlottetown	Office Eqpt., Household Furnishings	61,500.
153.	Hillsborough Hospital Riverside Dr., Queens Co.	Hospital Equipment	500,000.

153A.	Central School for Nursing Attendants, Hillsborough Hospital	Educational & Teaching Eqpt.	20,000.
175.	Parks Operation Complex Offices & Storerooms, Beach Grove Rd.	Supplies, Surveyors eqpt., etc.	110,000.
177.	Parks Operation Storage, Beach Grove Rd.	Bldg. materials & eqpt.	85,000.
178.	Parks Operation Garage, Beach Grove Rd.	Machinery, Shop Tools, etc.	100,000.
207.	Ski Lodge, Brookvale Ski Park Route 13 - Lot 30	Tools, Cateteria, Eqpt, etc.	150,000.
208.	Ski Rental Hut Brookvale Ski Park Brudenell River Prov. Park Rte. 3 - Lot 53	Ski Eqpt.	40,000.
254.	50 Unit Motel	Furnishings	500,000.
257.	Maintenance Bldg.	Machinery, Tools, Supplies	200,000.
258.	Administration/Office	Office & Park Supplies	50,000.
259.	Recreation Barn	Kitchen & Canteen Supplies, Ski Eqpt., etc.	100,000
269.	Addiction Services Treatment Centre, Georgetown	Office Eqpt. Household Furnishings	10,000.
303-306	Mobile Dental Clinics	Dental Eqpt. $45,000 in each of 4 units	180,000.
C.	Provincial Libraries (26 locations)	Books, films, film strips, maximum single loss estimated at $700,000. Max. concentration at Confederation Centre Library	2,300,000.
D.	School Book Supply Services, Riverside Drive	Amount represented peak storage period	1,000,000.
E.	General Office Supplies Eqpt. & furnishings	All items not noted as specialized eqpt. Includes desks, chairs, tables, book bases, calculators, typewriters, copiers, filing cabinets, stationery, etc.	800,000.
F.	Metal Industry, Technical Supply Centre West Royalty Industrial Park	Testing Equipment	154,000.

G.	Langley Food Processing Plant Montague	PEI Energy Corp. Wood Chips	37,400.
H.	PEI Land Development Corp., 156-160 Richmond St., Ch'town	Office Eqpt.	13,000.
I.	PEI Lending Authority Confederation Court Mall 134 Kent St., Ch'town	Office Eqpt.	48,000.
J.	PEI Market Development Corporation, West Royalty Industrial Park	Office Contents	80,000.
K.	Various	Artisan's Equipment	4,650.
			$ 8,697,550.

B. AUDIO VISUAL SERVICES CENTRE

Audio Visual supplies audio and video services to all government departments, agencies, commissions and crown coprorations, and is responsible for maintenance of all government, school board and Holland College audio visual equipment. Services include production, graphics and short term loan of equipment.

A computerized master inventory of all audio visual equipment owned by Government has been completed and is controlled by the Centre. All new purchases are approved by Audio Visual and the process is aimed at ensuring government departments obtain the best and most effective equipment for their specific needs. At the same time, Audio Visual can advise on duplication within departments and standardization of equipment to insure repairability (i.e. availability of parts).

Total audio visual purchases for the year by all departments was $20,086.00. Total short term equipment loans for the year were 1,292.

The preventitive maintenance program was done for Regional Administrative School Units #1, #4, #5 and for Holland College. Equipment serviced was 1,387 at school units; 557 at Holland College.

In addition, 492 pieces were delivered to the centre through the year by all school boards for repair.

The "on-call" maintenance service for the court recording systems required approximately 20 visits by service personnel during the year.

Visits to schools for repairs to P.A. Systems required about 60 man-hours during the year.

The legislative recording system was redesigned and installed in time for the session and the "on-call" service was maintained for all sittings.

The graphics sector completed 262 projects for all government departments.

The production sector were responsible for the following:

- 12 weekly radio broadcasts
- 53 audio promotions
- 10 major workshops and projects
- 52 video tape productions
- 23 slide productions

C. POSTAL SERVICES

Postal Services is responsible for all government in-coming, out-going and interdepartmental mail.

The objective of our section is to provide an efficient and speedy postal service and at the same time get full value for our postal dollar

In order to make all employees of Government aware of the necessity to reduce postage costs, and to solicit their support in assisting us, we have issued a POSTAL BULLETIN. This bulletin outlines relevant information concerning regulations and specifications of Canada Post, make up of mails, rates, etc.

Canada Post has offered a number of INCENTIVE RATES which are available to large volume mailers. We are able to take advantage of one (23¢) for some of our mailings. It is expected that we should be able to realize a saving of approximately $30,000.00 as a result of this rate.

Indications are that most employees are making an effort to co-operate with us in our endeavour to reduce postage costs.

We expanded our courier service to include calls at Highway Safety and Health and Social Services in Summerside at no extra cost. This action has also resulted in a saving of postage costs, since mailings to Health and Social Services are quite heavy.

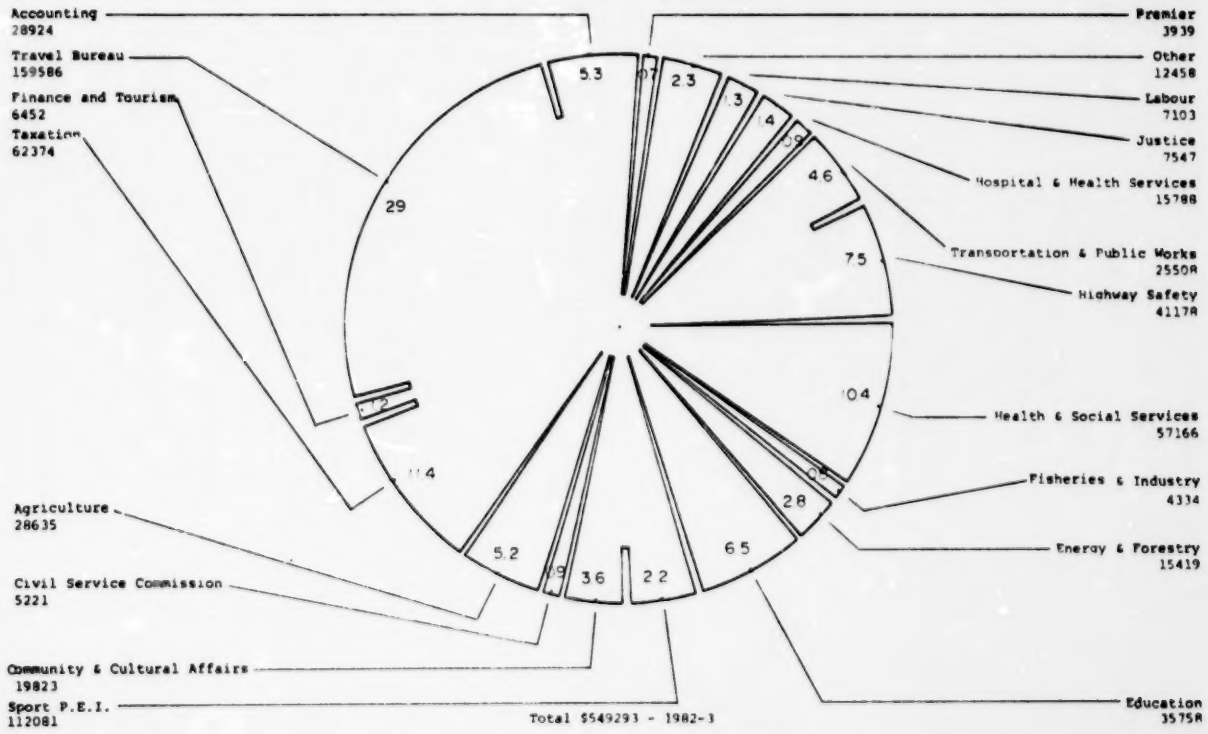
In-Coming Mail:	From Charlottetown Post Office	650,000
	Interdepartmental	350,000
	Registered Items	1,848
	Special Delivery	1,027
	TOTAL	1,002,875

Out-Going Mail:	Metered, sorted & dispatched	1,087,703
	Sorted & dispatched — cash	253,917
	Registered	911
	Insured	56
	Postpak (discontinued 14/1/83)	167
	TOTAL	1,342,034

Machine	Mass Mailing Section	# of Items
Decollator		3,120,357
Detacher		1,525,157
Folder		737,995
Inserter		495,945
Embosser		880
Addresser		175,788
		6,056,122

A breakdown of postage usage follows:

POSTAGE (%) BY DEPARTMENT OR MAJOR DIVISION



D. ISLAND INFORMATION SERVICE

Island Information Service has the responsibility of helping Provincial Government departments, agencies, corporations and commissions prepare and distribute information about government structures, programs and services, and of assisting the public with their inquiries regarding government.

From its storefront location at 102 Kent Street, IIS operates a communications and publications centre. It stocks the provincial acts and regulations and many other government publications, some priced to cover cost of printing and some free of charge.

IIS supplies a newswire service to the following Island news outlets: CBC, CFCY, CJRW, ATV, the Guardian and Patriot and the Journal Pioneer. Press releases relating to government as well notes to media concerning special government events are distributed over this wire service. The same information is mailed to other interested parties. IIS distributed 1240 releases last year (April 1, 1982 - March 31, 1983).

Photographic services, including a photo lab, are available to provincial government through IIS. Last year 845 photo assignments were completed by the government photographer. These assignments included promotional photography for marketing, press photography, slide presentations as teaching aids, and slide duplication.

The P.E.I. Government telex and telecopier machines are located within IIS. Our operators handled 5,558 incoming and outgoing telex messages during the year.

Island Information Service is also responsible for answering mail inquiries and phone inquiries about Prince Edward Island and its government, and requests from walk-in clients. Over 3,000 mail inquiries were answered last year.

During the past year, 7,471 persons visited the IIS Kent Street office. Total sales from government publications amounted to $6,888.06. Acts and Regulations accounted for the majority of sales.

IIS publishes the Government Services Directory, usually once a year. IIS also publishes the Quick Reference Guide to provincial government departments, corporations, agencies and commissions, and a monthly list of provincial government publications.

IIS supplies a limited French-English, English-French translation service for Government. Over one hundred translation assignments were handled during the year.

The Metric Information Office shares IIS office space; however, the metric information officer reports to the Planning Division of the Department.

E. PROPERTIES AND SURVEYS

The fiscal year ending March 31, 1983 was an active year for the Property and Surveys section of the Department of Transportation and Public Works.

In the fall of 1981, it was determined by the Department of Transportation and Public Works and the Department of Justice that, in their opinion, by consolidating the Crown Property section of Public Works and the L.R.I.S. Mapping and Survey section of the Department of Justice, the general public and the departments of Government would be more effectively served in the many land related matters. The name of the section was changed to Properties and Surveys. The transfer became official April 1, 1982.

The Mapping section's purpose and responsibility is to compile and maintain a current computerized information file on all properties on Prince Edward Island, both numerically by property identification numbers and alphabetically by registered property owners names; compile and maintain a series of current property ownership maps at various scales to cover all of Prince Edward Island; operate a map library, which sells paper copies of property maps, national topographic series maps, various other maps, and also provides a custom whiteprint paper reproduction service; provide assistance and advice on all land matters received from private enterprise, general public and departments of Government. It also handles computerized property records — registry documents parcel indexed — new properties created — property maps maintained — property map changes.

Revenue received by the Map Library through the sale of maps for the fiscal year 1981-82 totalled $27,332.90, no-charge assessment $3,358.00, Properties and Surveys $16,324.50.

The Survey section's responsibility and purpose is mainly confined to properties presently in possession of or being purchased by the Department of Transportation and Public Works. However, when special requests are received from other Departments, regarding boundary disputes or establishing of a Lot or Township line, which is deemed to be the responsibility of the Department, a survey is then carried out.

During the fiscal year 1981-82, surveys were made for the Department of Transportation and Public Works, utilizing technicians from the Highways Division to do the field work, hereby providing these technicians an opportunity to gain experience in using modern survey equipment and property surveying methods, thus widening the capability of the Department in survey work.

In March 1983, a one-week seminar was given to personnel of the Department, covering such topics as an introduction to using modern survey equipment and survey calculations.

The Survey section is a constant clearing house of information and assistance on survey related matters for other departments and the general public.

The Survey section also began using the plotter located at the computer centre for plotting survey information. The advantages of using this plotter are much greater plotting accuracy and speed. This is an ongoing program to increase the uses that can be made of this plotting facility, including the ultimate aim of putting out a final plan from the plotter, and preparing road design plans.

The Survey section continues to maintain the P.E.I. Grid System that is so vital to modern surveying, mapping, engineering and planning. The work load of this section does not appear to be seasonal, as all the staff members are kept busy year round.

The Properties Section (established 1973) is responsible for the acquisition, disposal and leasing of land for all Departments of Government. This section has completed a very active and busy year in purchasing, leasing and transfers of Crown Land.

The Properties Section is the component responsible for compilation and update of a land data system for Crown owned or leased lands. Inventory contains legal documents, memoranda to Executive Council, Orders-in-Council, orthophotos, survey plans and correspondence.

The Properties section is responsible for the protection of Crown Land, and investigates all claims of Adverse Possession under the Quieting of Titles Act and Tax Sales under the Real Property Assessment Act; certifies affidavits of transfers on behalf of the Province; receives and processes property tax bills, and is responsible for the Land Tax Sale Ledger.

Following the retirement of the Right-of-Way Agent in Janaury 1983, this position was left vacant and the responsibilities and duties were fully taken over by the Properties Section.

The function and responsibility of this position is to negotiate and purchase land required for re-alignment of old roads, widening of existing public roads, and the construction of new public roads; and to be responsible for documentation, research and payment for the paving of streets within all approved subdivisions; for many tap drains and easements required by this Department and other agencies; to arrange and negotiate satisfactory settlements in regards to crop, lawn, shrub and tree damage due to road construction; to research status of roadways for width, etc.

Revenue received through the leasing of Crown lands for the fiscal year 1982-83 totalled $79,888; disposal of Crown property totalled $60,400.

Purchase of lands and buildings necessary for road construction, improvements to intersections and land purchases for departments of Government totalled $323,566.

To conclude this report, I acknowledge the co-operation received from the various Provincial and Federal Departments, private enterprise and the general public, with which our staff must work.

F. PRINTING

The Printing Section provides the following services:

1. A printing service for government departments, boards and commissions.
2. A volume copying service for government departments, boards and commissions.
3. A Xerographic copying service for the three building administrative complex.
4. The publication of:
   - The Royal Gazette
   - The Revised Statutes of Prince Edward Island
   - The Annual Statutes of Prince Edward Island
   - The Legislative Journal of Prince Edward Island
   - The Revised Regulations of Prince Edward Island
5. Distribution and sale of government publications.

During the fiscal year, 1982-83, this Section produced 2,145 separate printing orders. This figure compares with the previous years as follows:

1970 — 1,153	1977 — 1,673
1971 — 1,206	1978 — 1,794
1972 — 1,474	1979 — 1,903
1973 — 1,492	1980 — 2,126
1974 — 1,778	1981 — 2,017
1975 — 1,913	1982 — 2,145
1976 — 1,903	

These 2,145 printing orders represent a total of 7,824,098 sheets through the three job printing presses during the fiscal year.

In the fiscal year 1981-82, this section produced 2,017 printing orders representing a total of 8,546,485 sheets through the presses.

In addition, a volune copying service was provided. This section comprises a 9400 Xerox and a 9200 Xerox Copier and included from April 1982 to February 1983 the production of the AB Dick 1600 System, which the 9400 replaced at that time. Copying orders for this section totalled 2495 as compared to 2086 orders in 1981. The total production on these machines was 6,383,954.

During the year a Compugraphic Quadex 510 Front End Phototypesetting system was purchased to replace a nine year old system.

As well as enabling far greater typesetting requirements to be met, this system offers 16 type faces to be stored in the system compared with six on the old system.

Underway at the end of the fiscal year 1982-83, was the preplanning for the storage and management of the data base for the Revised Statutes of Prince Edward Island and the Revised Regulations.

Having the data base resident on the Q510 will enable more efficient handling, searching of and consolidation of the Statutes and Regulations.

Receipts from advertising in the Royal Gazette and the sale of publications totalled $60,186 and reflects increased advertising rates. This compares with previous years as follows:

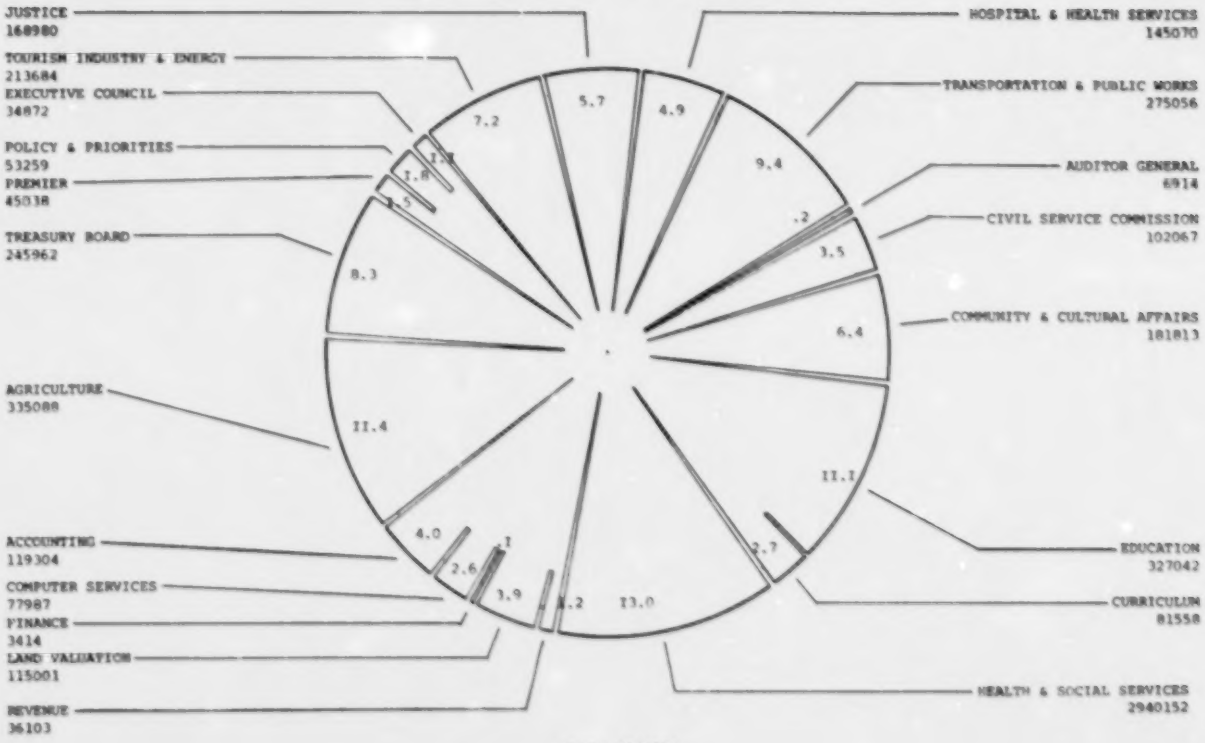
1970 — 6,318.08	1977 — 36,418.18
1971 — 6,714.80	1978 — 34,055.88
1972 — 10,099.28	1979 — 48,884.00
1973 — 17,232.64	1980 — 42,607.00
1974 — 22,973.15	1981 — 43,901.00
1975 — 37,024.49	1982 — 42,022.00
1976 — 62,867.67	1983 — 60,186.00

The Xerographic copying service for the three buildings administrative complex which was implemented in June of 1975 continues at 20 machines. Production for the fiscal year is 4,940,152 copies distributed as shown as on the accompanying chart.

By means of pooling the production and the conversion from rental to lease, where warrented, for 20 machines, the lowest cost per copy is attained. The current cost is 4.90¢ per copy as compared to 4.73¢ from 1981-82.

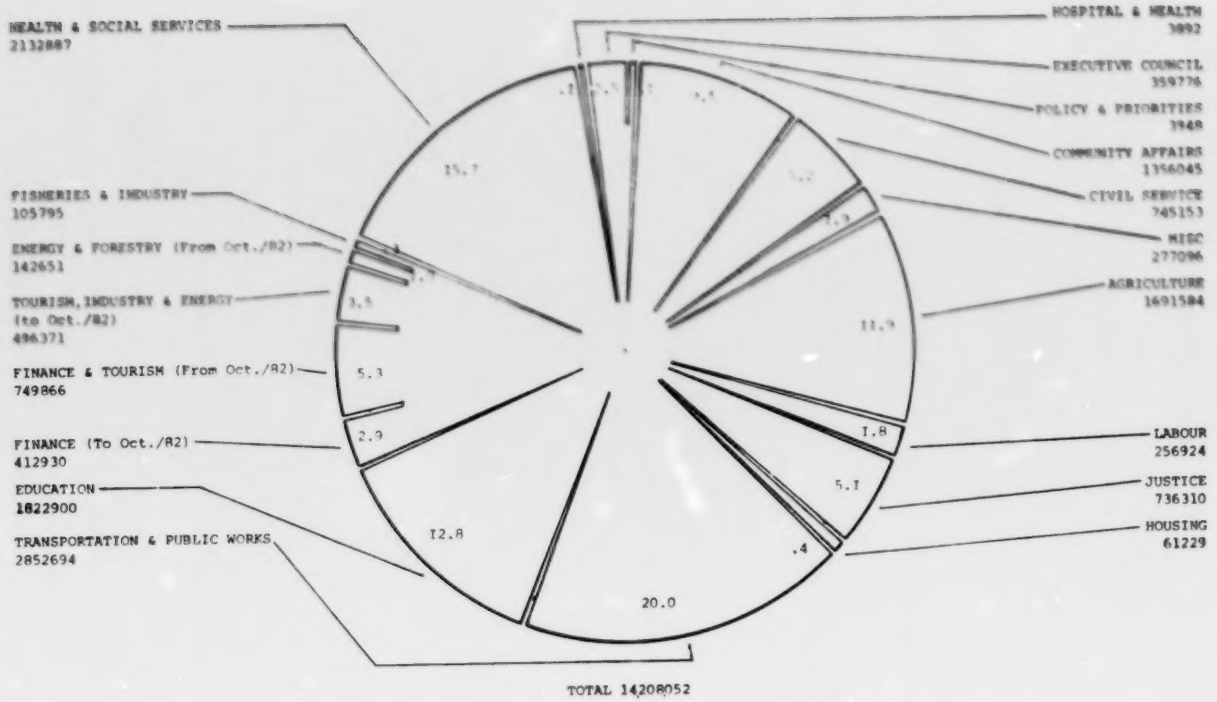
Production for the fiscal year on the presses totalled 14,208,052 impressions distributed as shown as the second chart attached. This total includes copies run on the volume copying system.

PHOTOCOPIES (%) BY DEPARTMENT OR MAJOR DIVISION



TOTAL 2940152

PRESSROOM COPIES (%) BY DEPARTMENT



PLANNING DIVISION

The Planning Division of the Department of Transportation and Public Works has four sections; and Administration Section, Planning for Parks, Buildings and Highways and Park Operations. Also included in the Division is the Metric Conversion Unit which provides information and assistance to the general public, contractors, companies and government agencies on the Federal Government's Metric Conversion Program.

The activities of the Section are described in the following reports:

PARKS, BUILDINGS AND HIGHWAYS SECTION

The Parks, Buildings and Highways Section is responsible for the planning, design and construction of provincial parks capital and upgrading projects, in addition to supplying a similar service for capital projects initiated by the Department of Finance and Tourism.

The Section also fulfills the needs for planning and design cost estimating for projects, both capital and non-capital, for other government departments as well as for communities and municipalities.

Assignments

The following projects were implemented and completed during the 1982-83 season:

Provincial Parks

Lord Selkirk:	Design and construction of a comfort station in the day use section of the park. Construction was completed and in service for the summer operation season of the park.
Souris Beach:	Design and supervision of beach wire to retain sand along the beach front. Project initiated by Community Affairs and work carried out through a Canada Works Grant.
Townshend Woodlot:	Property lines surveyed.
Jacques Cartier:	Property lines surveyed and land base contours established.
Mill River Golf Course:	New bridge design and construction. The bridge links the tee and green on the number three hole. Installed gabion baskets on the edges of the

	ponds on fairways number 10 and 13 in order to control erosion. Design and supervision of the improvements to the fairway and water hazards on the number six fairway.
Mill River Lodge Facilities:	Preparation and advertisement for proposals in the development of the Mill River Lodge Facilities.
Brudenell River:	Survey of inground water lines, electrical lines and drainage system on the Brudenell River Golf Course and establishment of a monument system for identification purposes.
General:	Develop design of park brochures for several Provincial Parks.
	Site survey and detail plans and construction of fox pens for the Royalty Oaks Property, property managed by a committee made up of personnel from Planning Division, Forestry Division, The Island Nature Trust and the Community of East Royalty.
Highways Division	
Hillsborough Bridge:	Highway lighting on bridge and intersections completed and in operation in July 1982. The system provides a high level of visibility on the bridge and at intersections at night.
Salt Dome:	Electrical design and supervision of lighting installation for Salt Dome for night handling of salt for highways.
Southport Underpass:	Southport Underpass lighting design and supervision of installation provide for night safety of users.
Road Landscape:	Road work contracts where private property having lawns and trees adjacent to the roads are disturbed during construction.
General:	Various planting plans for the Division of Highways.

Public Works Division

Summerside Garage:	Electrical design for extension to Government Garage in Summerside.
Charlottetown Garage:	Electrical design for emergency generators for Government Garage in Charlottetown.
Tyne Valley Hospital:	Evaluation of electrical system of the Tyne Valley Hospital.
Senior Citizens Homes:	Electrical design, specificiations and supervision of installation of the emergency generators for Senior Citizens Homes.
Schools Landscape:	Design and supervision of construction of shelter belts for Glen Stewart and East Wiltshire Schools.

Summerside Waterfront Development Corporation

Harbour Drive:	Design and supervision of the construction for the electrical and landscaping components of the Summerside Harbour Drive.
Team Track:	Electrical design and supervision of installation for the Team Track at CN yard in Summerside.
Summerside Golf Course:	Contours surveyed and established on the Summerside Golf Course.
Granville Street Extension:	Design of extension of Granville Street completed and ready for tendering in fall of 1982.

Communities

East Royalty:	Project co-ordinator for complete recreation plan for re-use of the landfill site in East Royalty.
St. Eleanors:	Assist with selection of creative playground equipment and prepared proposals for obtaining such for the community of St. Eleanors.

Summerside Market:	Prepared design and recommendation for changes in site of the Sumerside Market.
Winsloe:	Complete design and supervision of construction of a new recreation field for Winsloe.
Sherwood-Parkdale:	Design and supervision of installation of a new lighting system for the Sherwood-Parkdale Sportsplex.
O'Leary:	Design assistance for a new lighting sytem for the Community Rink in O'Leary.
Charlottetown:	Design and costing for lighting of softball diamonds, tennis courts and memorial field in the Victoria Park.
	Evaluation of short and long term maintenance requirements and a new master plan for the Victoria Park in Charlottetown.

Department of Finance and Tourism

Display Racks:	Design and construction of display racks for various Visitor Information Centres.

Miscellaneous Projects

Hillsborough Hospital:	Design and assistance with supervision of creative playground equipment for the Hillsborough Hospital. Construction of playground done by Kitimavik Young Canadian Program.
Energy Corporation:	Consultant to Prince Edward Island Energy Corporation on electrical for VanKampen's Green House and Straw Burner.

The projects listed below were begun in the latter half of the season, it is to be noted that many of the projects are community oriented thus allowing communities to take advantage of funding programs for important community needs and to provide local jobs.

1. Site survey, master plans, detail plans and specifications for:
   - Serviced tourism day use park in the Village of Wellington.
   - Community playground for Abram's Village
   - Recreation park for Hillsborough Park.
   - Recreation field for Heatherdale CIC.
   - Recreation field for MacNeil Park in Cross Roads.
   - Maintenance and site upgrading program for Harbourside in Charlottetown.
   - Kent Square design in Georgetown.
   - Summerside north side revitalization.
   - Display lighting at Royalty Mall.
   - C.E.I.C. program on forest management in Provincial Parks including forest management plans, cutting, thinning, and planting.
   - New maintenance building for Brookvale Provincial Ski Park.
   - Complete survey and new master plan for Jacques Cartier Provincial Park to improve numbering and location of campsites in the park.
   - Design and construction of literature display at Aulac Visitor Information Centre.

2. Evaluation of the design for the Montague Main Street Program.

3. Preparation of detail estimate plans for the following NEED projects:
   - Victoria Provincial Park erosion control
   - Brudenell Island Erosion Control
   - Steele House renovation located in the Panmure Island Provincial Park
   - Brudenell River Provincial Park machine storage building
   - Summerside Golf Course.

4. Design, plans and specifications for Cavendish Visitor Information Centre.

5. Drainage design and technical advice for drainage system for the Summerside Golf Course.

PARKS OPERATION SECTION 1982-83

The Park Operation Section is responsible for maintaining, programming and operating a wide variety of outdoor recreation and amenity services in the Provincial Parks and other public lands during all seasons and encourages the conservation and preservation of natural resources and natural history of the Island. In addition, servicing many of the Tourist Information Centres and the Highway Informational Signage System for the Department of Tourism, Industry and Energy and technical support to other departments of government, communities and private park operators is provided. Administratively, the Section is organized on the basis of three geogrpahic units servicing the Province — Western Region with an office at the Mill River Park; Headquarters Region in Charlottetown and the Eastern Region based at the Brudenell River Park. Program Planning/Evaluation and clerical units in Charlottetown provide assistance to the regions.

The Parks Section operated and maintained 16 campgrounds and 38 picnic areas in 39 parks with 14 parks located in the Western Region, 9 parks in the Headquarters Region and 16 parks in the Eastern Region. Other major components in parks are; a buffalo herd, 2 golf courses, 3 winter skiing facilities, a children's playground park and nature preserves. In addition, a motel complex operated by a concessionaire and a shipbuilding museum by the Heritage Foundation are located in Provincal Parks. Maintenance services were provided for 2 heritage sites, a bird sanctuary, 8 tourist imformation centres and the signs for the Highway Information Signage System were installed and removed consisting of approximately 1,200 units.

The Tea Hill Provincial Park located in Cross Roads on the Hillsborough Bay had a visitor increase of 65 percent during its second operating season. The location, just 8 km east of downtown Charlottetown provides for easy beach access and park land for the urban families close by. Approximately 20,400 visitors were counted during the summer months.

Lord Selkirk, one of the oldest parks in the system acquired a new comfort station in the day use area providing for improved services to the public. The creative playground in Fantasyland was upgraded and maintenance compound was completed and put into use at the Eastern Region's Headquarters in the Brudenell River Provincial Park.

The woodlot management program with assistance by the Department of Agriculture and Forestry was ongoing at Brudenell River, Sir Andrew Macphail, Green Park and Mill River Parks. In addition to cutting firewood for use in the parks and by Islanders through a public tender process, thousands of small trees were planted which resulted in improvements to the wooded areas and also provided employment during the winter and spring months.

The Provincial Park Information Display was presented at Community Fairs in Tyne Valley, Kensington, Dundas and the Department of Health and Social Services Health Fair in Summerside and Charlottetown. In addition to information about Parks and the Island's environment the many visitors were able to participate in a draw for 7 different users activities in parks at each of the display locations.

The Provincial Parks Education Program, an addition for the maintenance building at the Eastern Regions Headquarters, a trail and woodlot management in park lands near the Hillsborough Hospital, converting a power boat into a safety crash boat and the proposal call for the Mill River Complex were developed and put into place for implementation during the next season.

The Canadian Ladies Amateur Golf Championships and the Annual meeting of the Canadian Society of Environmental Biologists — Atlantic Region were hosted by Provincial Parks. The championships provided for golf at its best as more than 100 top class lady amateurs from Canada, United States of America and Australia played the week long tournament.

Statistically, there were 5,000 less people visiting parks during the season. Camping was down by 5,600 parties representing a decline of 19 percent while day use visitors increased by 16,800 giving a total of 536,400 visitors. There were 152 fewer season golf passes and 384 fewer daily green fees representing 6,919 rounds of golf or a decrease of 14.5 percent. The state of the economy and an average increase of 27 percent on user rates are generally considered as reasons for the decreases in visitors. However, user revenues have increased by 11 percent for camping and 3 percent for golf. The Brookvale Provincial Ski Park had a decrease averaging 50 percent in both total visitors and revenues, due to lack of snow on the ground for skiing purposes. A total of $497,667.00 was derived through user fees, an increase of $12,098.00 representing an overall increase of 2.5 percent regardless of the decline of one (1) percent in total visitors.

The computerizing of the 1981-82 season's camping statistics which were analyzed during the 1982-83 season have produced some important data to assist with planning and implementing changes in guidelines for management. Adult parties (18 years and older) make up 52 per cent of all camping parties, while family parties represent 38 per cent with an average party size of 2.8. Sixty-two (62) per cent of the family parties use equipment which require serviced sites while adult parties use equipment suitable for unserviced sites representing 63 percent of the total adult parties. 15,998 of the total parties (36,125) stayed one (1) night while 17 parties stayed the maximum 14 days which supports the Provincial Parks provide for the moving of travellers about the Island. Additional information was obtained and will be comparable data with computerizing of information for the 1984-85 season.

PROGRAMS

The program in the Provincial Parks are developed with emphasis on togetherness and participaction activities which expose users to natural outdoor opportunities. To this end the programs are provided which are instructional, competitive, recreational and interpretive.

Of the half million visitors counted during the operational summer season and the recreational ski programs in three parks during the winter, 80 percent were visitors to parks as day users. The presence of the recreation and interpretive programs and the program staff who lifeguard, organize competitive and recreation activities, conduct slide talks and campfires all had a definite positive effect on Provincial Parks being "People Places". A visitor increase was recorded in parks with program staff. During the non-operational months it is guesstimated that the day use total season visits of 444,800 would be increased by one-third if a counting mechanism was in place thus pointing out that Provincial Parks are places to visit on a nice weekend day during the fall, winter, spring months for enjoyment and activities in the natural surroundings.

INTERPRETIVE PROGRAM

The interpretive program is gradually being divided into two distinct sections. An intensive program takes place during the late spring and summer when additional staff are hired and trained to work in several Provincial Parks. Park visitors are made more aware of the natural attributes of the parks through guided walks, demonstrations and slide talks. In addition the naturalists combine with the recreation staff to have joint programs, including — campfires and canoe trips, which provide them an opportunity to discuss nature in the parks.

During the fall and winter, parks have been developing an environmental program in conjunction with the Department of Education. This program, which is part of the science curriculum is compatible with the program occuring at the National Park. Many schools have indicated that the National Park is too far from the schools and as such, trails and relevant materials have been prepared in Provincial Parks. Workshops have been held in order to educate the teachers so that they in turn can take students out on the trail without the requirement for park personnel time.

The school program provides a forum to increase the appreciation of P.E.I.'s Parks natural attributes, stressing the importance of preservation and hopefully resulting in reduced vandalism.

RECREATION PROGRAMS

Provincial Parks provide a wide experience of outdoor recreation activities including organized sport activities of golf, tennis, lawnbowling, to leisurely

hiking, fishing, canoeing and skiing. Visitors to parks participate in special activities such as, campfires, bingo, canoe trips, participation sport games to special day long events like Harvest Moon and Jack Frost Golf Tournaments, Highland Games, Senior Citizens Day and Blueberry Festivals. Picnicking, swimming, golf and camping are the primary reason for park visitations during the summer months while alpine and cross country skiing activities highlight the winter months. The great variety of other activities are increasingly becoming important programs as people are finding more leisure time to visit and participate in the program opportunities. Emphasis is placed on the program to provide the total party unit visiting the park an educational experience, for example, the canoe trip at Brudenell River includes instructions and interpretation about canoeing, the surrounding environment, tripping skills, clam digging and cook-outs in an atmospher of social fun.

The beachfront lifeguard service program operated in five parks strategically located in the western and eastern sections of the province. Fully qualified and equipped lifeguards provided safety prevention measures for more than 60,000 beach visitors. This staff also programmed activities during mornings and early evenings. Lifeguards offering similar programs are located in the Brudenell River Park and provide for safe swimming at an outdoor pool.

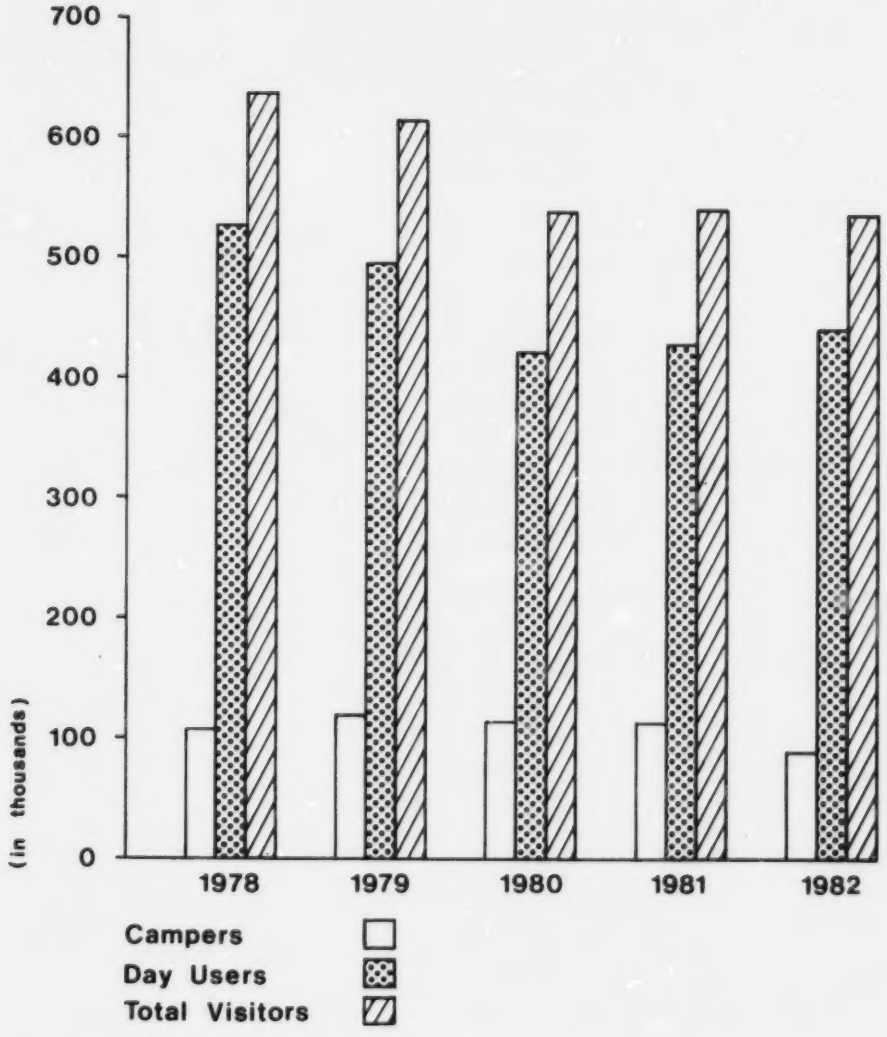
The Provincial Park Golf Course located at Mill River and Brudenell River are recognized among the top rated courses in the country. During the season, the Brudenell River Park hosted the Canadian Ladies Amateur Golf Championships, the second of such national level competitions sinces its completion in the late sixties. Islanders and visitors have enjoyed the golf facilities for both recreation and competitive play. Approximately 46,000 rounds of golf were played at the two courses in 1982.

Frisbee Golf, a game played similar to golf only with a frisbee, is proving to be a popular addition to parks. Frisbee golf courses are located at Strathgartney, Cabot and Green Parks. Many visitors have enjoyed the variety of equipment at their leisure through the loan out program offered in the 15 parks with campgrounds. In addition parks have a variety of other recreation facilities, such as playground equipment of the creative and traditional styles, giant checkers, horseshoe pitching, tether ball, etc., which all showed increased use during the season.

Winter activities are provided at Mill River, Brudenell River and Brookvale Parks. The winter of 1982 did not produce a good snow coverage throughout the season. However, alpine skiing daily average visitations increased by 16 people from the previous season to 155 people per day, and cross country skiing showed an increase of 41 persons with a daily average of 167 skiers. Out of a possible 106 skiing days beginning December 15 and ending March 31, the parks were able to operate a total of 30 days. Groomed and tracked trails for cross country skiing are provided at all three parks and alpine skiing facilities are located at Brookvale.

Tobogganing slopes are located at Brudenell River and Brookvale. Winter outings in most all parks were promoted as places for skiing, fitnes, adventure or to have a picnic in parks covered in the glamour of the winter blanket. The Maple Syrup harvesting demonstration at Mill River provided an educational look at producing sap into an eatable product for 350 visitors. 600 gallons of sap was boiled down to 90 lbs. of maple sugar which was used as samples for the visitors and for promotion purposes through the Park Display. Outdoor science programs for school grades 4 and 6 (Snow Study and Track Study) were developed and tested at the Mill River and Brudenell River Parks for implementation during the next season.

Provincial Parks Visitor Days
5 Year Comparison



TRANSPORTATION DIVISION

The following is a report of developments and activities in transportation and communications policy and services for the year ended March 31, 1983:

AIR TRANSPORT

Deregulation of the airline industry remains a very contentious issue. During the period covered by this report the House of Commons Standing Committee on Transportation presented a report on air policy based on hearings held across the nation and Transport Canada officials continued discussions on this subject. Opinions on the degree to which the airline industry should be regulated vary widely and it is difficult to predict, at this stage, what changes in air policy might be forthcoming to deal with this issue.

Late in 1982, Air Canada took delivery of the first of twelve 201 passenger Boeing 767s. These airplanes, costing approximately $52 million, represent the latest technology in fuel efficiency and quiteness and are intended to replace a number of DC8s in Air Canada's fleet.

In October 1982, Air Canada increased fares by 6%. Early in 1983, the airline announced a "seat sale" offering savings of up to 75% on a limited number of seats purchased on an advance booking minimum stay basis.

In the fall of 1982, Air Canada responded to decreased traffic and declining revenue by reducing its schedules for domestic, transborder and international flights. However, there was no reduction in Prince Edward Island's services. Air Canada reported a loss of $32.6 million for the year 1982. As in previous years, Air Canada operated one daily return flight between Charlottetown, Ottawa and Toronto year round and additional non-stop Charlottetown-Toronto service during the summer months.

In May 1982, the Air Transport Committee of the Canadian Transport Commission held a public hearing into the application of Eastern Provincial Airways to transfer the licenses for its turbo prop services to a new company to be named Air Maritime. This Department intervened to oppose this application on behalf of the Province on the grounds that such transfer would diminish the role of EPA as a regional carrier, would eliminate the capacity of cross subsidization and possibly result in the curtailment or elimination of service on short haul low density routes such as Charlottetown-Magdalen Islands. Subsequent to the hearing, the President of EPA provided a number of guarantees respecting future service in writing to the Minister, which, for the most part, satisfactorily answered the Province's concern. The air Transport Committee approved the application to transfer with certain restrictions. However, despite the decision of the Committee, the airline subsequently decided to operate Air Maritime as a division of Eastern Provincial Airways rather than as a separate company.

In 1982, Eastern Provincial filed an application for non stop service between St. John's and Toronto, which was not approved by the Air Transport Committee.

During the year EPA expanded its fleet by adding another Boeing 737 and an additional Hawker-Siddelly 748.

In September 1982, EPA and CP Air announced an integration of their passenger and cargo operations. The integration, which will involve joint scheduling, interconnecting flights, joint ground handling, reservations and promotion, is designed to improve the airlines' competitive and financial positions.

Early in 1983 and for the balance of the period covered by this report, EPA's service was severely curtailed by labor disputes, initially with its maintenance personnel and subsequently with its pilots. Representatives of the Provinces met with officials of the airline and representatives of its pilots to discuss their problems but, the dispute was not resolved by the end of the fiscal year.

Eastern Provincial showed a profit of $877,000 for the 1982 operation. EPA applied for a 6% fare increase to be effective in October 1982 and a 1.6% fuel related increase to be effective in March 1983. The airline also offered "seat sale" discounts on certain routes.

During the period of this report, EPA operated flight schedules between this province and Halifax, Montreal and Magdalen Islands which were, for the most part, similar to those operated in previous years. However advance scheduling information for 1983 indicates that passengers travelling to and from Prince Edward Island will no longer have the benefit of non stop service between Charlottetown and Montreal, a major retrograde development in air passenger service in Prince Edward Island.

AIRPORT DEVELOPMENT

Since 1972, planning for the redevelopment of the Charlottetown Airport has been in progress, culminating in the completion of a master plan in 1975 and the approval of a redevelopment project in 1975. For most of the intervening period, progress on the $31,085,150 redevelopment project has been slow and erratic. However, momentum is finally building and construction of the remaining elements is expected to proceed more quickly. Tenders for the construction of a new control tower and a 5000 ft east-west runway were called in February 1983 and design of a new air terminal building is now in progress.

The following table illustrates the status of this project as of March 31, 1983:

ELEMENT	COST	STATUS
Air Terminal Building	$ 7,214,100	Design in progress
Combined Services Building	2,797,2300	Completed
Control Tower-Ops. Complex	2,897,200	Tenders called
Entrance Road & Carpark	3,102,800	Planning stage
Water and sewer	501,000	Completed
Apron and Taxiways	2,039,750	Completed
Land Acquisition	1,867,600	Completed
Runway 10-28 etc.	10,645,400	Tenders called
	$31,085,150	

Frequent communication between officials of the Transportation Division and the Regional Air Administration of Tranport Canada keeps the Department abreast of progress and problems related to this project and provides for provincial input. In addition, an interdepartmental Airport Planning Committee meets occasionally with federal officials to monitor developments.

ATLANTIC PROVINCES TRANSPORTATION COMMISSION

Business and industry in the province, as in previous years, benefited from the service of the Atlantic Provinces Transportation Commission during the year. This agency, established in 1925 and funded by the four Atlantic Provinces, continued to provide a wide variety of services to shippers, receivers, organizations and governments with a staff of 12 in its offices in Moncton. In addition to maintaining the only complete multimodal tariff library in Eastern Canada, the Commission provides such services as rate negotiation and advice, circulation of transportation information, publication of directories and reference documents, transportation research, preparations of briefs, submissions and reports, etc. The Commission is generally regarded as the voice of the business community in transportation matters and is governed by a Board of Directors comprising 10 representatives from the provincial governments and 10 from the Atlantic Provinces Chamber of Commerce.

Prince Edward Island's share of the Commission's budget is 1/15 and the following directors represent the province:

Government —	K.A. MacKenzie
	George D. Wright
Chamber of Commerce —	Donald N. MacKenzie
	George Key

BUS

Scheduled bus services are operated in this province by Island Transit and Via Rail Canada Inc.

Island Transit, a section of the Transportation Division of this Department, operated a daily expect Wednesday and Sunday return service between Charlottetown, Summerside and Tignish throughout the year, and a 5 day per week service between Souris, Charlottetown and New Glasgow, Nova Scotia from June 21 to September 6, 1982. The 1982/83 operating deficit, which is underwritten by this Department, was $29,121.99.

Via Rail Canada Inc., using buses chartered from SMT Limited, operated a twice daily return bus service between Charlottetown and Moncton to connect with mainland passenger trains, but its functions as an intercity service and affords a connection with mainland bus services as well. Via is required to operate this service in lieu of passenger train service under a directive from the Canadian Transport Commission.

COMMUNICATIONS

The Province participated in a Federal/Provincial Ministers meeting in Calgary at which Ministers received the report of the Task Force on Joint Regulatory Mechanisms. The Province took this opportunity to restate its position on the question of Pay TV.

The Task Force recommended 3 options:

1) Ministerial guidance option —
   This option would encourage regulation to respond to the committments of government to work towards the establishment of common policy objectives by Ministers;
2) Consultation option —
   This option would have provincial regulatory bodies coming together prior to their making a decision which might affect another regulatory agency;
3) Joint hearing option —
   This would be a formalized structure of joint hearings which would have a member designated by each regulator who would come together to hear the issue and then either render a joint decision or separate decisions in each jurisdiction.

Prince Edward Island considers the consultative option as the most suitable in meeting our objectives.

Pay TV

Prince Edward Island believes that, under the definition of broadcasting in the Broadcasting Act, pay television cannot be considered a broadcasting service. It is not intended for "direct reception by the general public'", but only those wishing to subscribe to it. It does not, therefore, automatically fall under federal jurisdiction.

The Province, through its participation in the Council of Maritime Premier's Consultative Committee on Communications has provided input and developed regional and provincial positions on a wide range of communications issues such as:

1) National Broadcasting Policy
2) Educational TV
3) Cable Delegation
4) Pay TV
5) Microwave
6) Regulation
7) Interconnect
8) Terminal Attachment

The development of a telecommunications policy for Prince Edward Island is of vital importance, and to this end, the Transportation and Communications Division has devoted significantly more of its time to this area. The Division is most appreciative of the continued efforts of Mr. Fred Waller, Regional Advisor on Communications, with the Council of Maritime Premiers.

FEDERAL PROVINCIAL COMMITTEE ON ATLANTIC REGION TRANSPORTATION

In 1969, the Minister of Transport appointed a joint federal/provincial committee to study existing freight subsidy programs and determine the most effective use of funds allocated for these programs. The scope of the Committee was subsequently broadened to include all transportation policy matters affecting the Atlantic provinces and this Committee has for a number of years, functioned as the chief instrument for federal/provincial consultation on transportation. It comprises representatives of Transport Canada, Department of Regional Economic Expansion, Canadian Transport Commission and the Directors of Transportation from the four Atlantic Provinces and Quebec. The Committee met several times during the year to discuss various transportation issues including the following:

M.F.R.A. freight subsidies
Applications for additional Westbound Subsidy
Collective rail rates
Gilson Report
New ports legislation
Rail passenger service
Domestic international air carrier policy
Regulation of air transport
Regulation of higway transport
Railway rationalization — Atlantic region

In 1982, Mr. E.R. Cherrett of Transport Canada replaced M.E. Farquhar as Chairman of the Committee. During the year the Committee devoted some time to a re-examination of its role. This Province is represented on the Committee by the Director of Transportation.

FEDERAL PROVINCIAL COMMITTEE ON TRANSPORTATION STATISTICS

The Federal/Provincial Committee on Transportation Statistics was created by Statistics Canada as a forum for consultation on transportation statistics requirements and programs. It is chaired by a senior official of Statistics Canada and is composed of two representatives from each province or territory, as well as Transport Canada and Statistics Canada. The Committee and its various working groups appointed for specific tasks met several times during the year and, among other things, updated the catalogue of federal/provincial transportation statistics published in 1979.

Princ Edward Island's representatives on this committee are the Director of Planning and Statistics and the Director of Transportation.

FERRY SERVICES

A transportation highlight of the 1982/83 year occurred on December 5, 1982 when the MV Abegweit commenced operation on the Borden-Cape Tormentine service. This vessel with its luxurious appointments, its 250 car capacity and the flexibility to carry heavy trucks on the automobile deck, is a welcome addition to the CN Marine fleet, despite the fact that it arrived approximately one year behind schedule. New bi-level ramps at the terminals will greatly expedite the loading and unloading operations for both the John Hamilton Gray, which has been modified for stern loading, and the new Abegweit. Ice conditions during the winter were not severe enough to test its ice breaking performance but the additional capacity proved to be effective in minimizing delays at the terminals, particularly for rail cars and trucks.

The ferry has had her share of problems since coming into service, which is not unusual for a new design, but it is hoped that these will be corrected in the months ahead and that she will eventually become as reliable as her predecessors.

With the addition of the new Abegweit to the Borden-Cape Tormentine fleet, CN Marine declard the old "Abby" surplus and offered her for sale. This wonderful old ship was claimed to be the world's most powerful and most advanced icebreaker when she entered service in 1947 and she will be remembered fondly and with a great deal of respect by many Islanders who recall how reliably and efficiently she served this province during the 123,207 crossings she made between August 1947 and April 1982 when she was retired.

Late in 1982 CN Marine revealed that it would reduce the number of daily crossings for the Borden service from 32 to 22 during the winter months and that it was the intention to transfer the John Hamilton Gray from the PEI service to the Newfoundland service for the summer of 1982. Strong protests from this Department and other interests failed to persuade CN Marine to reconsider this change and the schedule was reduced during the

January-March period, leaving a two hour gap between most crossings and a two and one-half hour gap after 8:00 p.m. As of this date, there has been no change in the operator's announced plan to move the J.H. Gray to Newfoundland despite provicial protests. However, meetings between Ministers and officials of the provincial government with representatives of CN Marine and Transport Canada did produce a guarantee that another vessel would be made available for the Borden service promptly if one of the ferries should be out of service for any length of time while the Gray is in Newfoundland.

Some lengthy delays were experienced on the Borden-Cape Tormentine service during the summer of 1982 but, for the most part, the service was very good.

On January 1, 1983, rates for passengers and all types of vehicles using the Borden-Cape Tormentine service were increased by approximately 6%. The operating subsidy of this service for 1982/83 was $26,868.000. The number of daily crossings operated from each terminal during the 1982/83 period varied from 10 to 24.

The capacity problem on the Wood Islands-Caribou ferry service persists. There were lengthy delays at the terminals during the summer of 1982 and the problem continued through September and October, giving rise to many bitter complaints.

Northumberland Ferries Limited, in an effort to bring about a solution to the capacity problem and increase the operating efficiency of the service, presented a proposal to federal transport authorities, in November, 1982, for the construction of 2 150-car capacity ferries. This proposal was strongly supported by the Premiers and Transportation Ministers of Prince Edward Island and Nova Scotia, but no action has been taken to date. It has been reported that a survey of waiting times at Wood Islands and Caribou, commissioned by Transport Canada, will be carried out in 1983. This may serve to emphasize the magnitude of this problem which has plagued travellers to and from this province for many years.

During the operating season from April 23 to December 20, 1982, Northumberland Ferries Ltd. operated schedules varying from 6 crossings per day to 18 crossings per day from each terminal. Rates for the Wood Islands-Caribou service were increased at the beginning of the 1982 operating season by varying amounts for different types of vehicles. Passenger rates were increased by 14.3% and those for automobiles by 12.5%. A 6% increase in rates for all types of vehicles has been announced for the 1983 operating season.

The operating subsidy for the Wood Islands-Caribou service for the 1982-83 was $5,630,000. The contract with Northumberland Ferries Ltd. has with the federal government for the operation of the Wood Islands-Caribou service is due to expire on May 23, 1984. Negotiations for a new contract have not yet commenced.

Ferry Service between this province and the Magdalen Islands is provided by CTMA of Grindstone. This service operated between Souris and Grindstone with the MV Lucy Maud Montgomery from April 1, 1982 to January 28, 1983. The schedule provided a minimum of 6 crossings per week from each terminal throughout the operating period to December 31, with 3 additional crossings per week in the June-August period. During January 1983 the schedule was reduced to 2 crossings per week from each side. The January schedule proved to be inadequate for the truck traffic offered and there were numerous extended delays at the terminals. Representation was made to the Minister of Transport by this Department for additional crossings to meet the demand. However, the schedule was not changed during January but a commitment was received from the federal minister that the situation would be investigated with a view to increasing the schedule to meet the demand in January 1984.

The federal subsidy to offset the operating deficit for this service was $1,923,000 for the 1982/83 fiscal year.

In 1980 residents of Eastern Kings County approached the provincial government requesting assistance for a study of a ferry service between Souris and Port Hood, Nova Scotia. Early in 1981, the Minister of Highways and Public works was authorized to participate in a jointly funded feasibility study of the proposed service, with the following funding formula:

Transport Canada	— 60%
Province of Prince Edward Island	— 10%
Eastern Kings Regional Advisory Board	— 10%
Province of Nova Scotia	— 10%
Municipality of Inverness County	— 10%

The study was carried out by ADI Limited of Fredericton, N.B. at a cost of $67,250 and a final report was published in December 1982. The report of the study indicated that the benefit/cost ratio for the proposed service would be .54 and, consequently, the service would not be economically feasible.

In 1975 residents of the West Prince area of the province requested the Provincial Government to carry out a study of a proposed ferry link between West Prince County and Kent County in New Brunswick. The Province agreed to participate in a study to be funded 75% by the Government of Canada. 12 1/2% by the Province of Prince Edward Island and 12 1/2% by the Province of New Brunswick. The study, which was to examine the feasibility of the proposed ferry service utilizing air cushion vehicles as well as conventional displacement vessels, was carried out at a cost of $58,050 by ADI Limited. A report was completed in 1975 which concluded that the proposed ferry service was not economically feasible. The residents of West Prince area were not satisfied with the findings of the study and requested the Provincial Government to participate in an additional study at a cost of $32,000, the funding arrangement to be Transport Canada 50%, Province of Prince Edward Island 25% and Province of New Brunswick 25%.

In January 1983 The Minister of Transportation and Public Works advised the Minister of Transport and the Minister of Transportation for the Province of New Brunswick that his department would participate in the study and provide 25% of the funding subject to their agreement and participation. To date, neither Transport Canada nor the Province of New Brunswick have agreed to participate in the proposed study or accept responsibility for their share of the funding.

FREIGHT AUDIT SERVICE

In 1976 the government of Nova Scotia, New Brunswick and Prince Edward Island established an agency called the Freight Audit Service to assist business and industry in the Maritime region to control transportation costs by carrying out freight bill audits to determine if users have been overcharged for transportation services. The agency is located in Moncton and obtains part of its operating revenue from the three provincial governments and part from charging clients 50% of any savings resulting from audits performed.

During the period covered by this report the Freight Audit Service carried out a total of 78 audits which produced a savings of approximately $94,000.

Prince Edward Island's share of the government contributions to the budget of the Freight Audit Service is 1/12 or $2,584.

FREIGHT SUBSIDIES

In 1980 the Atlantic Provinces approached Transport Canada for federal financial assistance for the second phase of the Highway Strengthening Program begun in 1977. The federal response was that an "envelope spending policy", under which a fixed maximum amount of money would be allocated to transportation in the Atlantic provinces, had been adopted by the federal government and, in accordance with this policy, funding for a highway program would have to come from savings generated by reducing other transportation expenditures or programs. After many months of negotiation, Transport Canada agreed to provide 50% of the funding for a four year $168 million highway strengthening program for the primary highway system in the Maritime provinces if the Province would agree to the following changes in the subsidies paid under the Maritime Freight Rates Act and the Atlantic Region Freight Assistance Act:

A) Atlantic Region Freight Assistance Act "intra regional" subsidy

   1) reduces subsidy level from 15% to 12 1/2% effective April 1, 1982
   2) reduces subsidy level to 10% effective April 1, 1983
   3) increases minimum freight bill eligible for subsidy from $10 to $50 with provision for further increases indexed to inflation.

B) Maritime Freight Rates Act/Atlantic Region Freight Assistance Act "west bound" subsidy

1) increase minimum freight bill eligible for subsidy from $50 to $100 with provision for further increase indexed to inflation.

Nova Scotia and New Brunswick signed a Memorandum of Understanding providing for the highway funding, the subsidy reductions and federal/provincial multimodal planning in January 1982. Prince Edward Island objected strenuously to the trade-off on the grounds that it was not a good deal over the long term. However, the first reduction from 15% to 12 1/2% was effected on April 1, 1982 without the agreement of the Province, leaving the Minister of Transportation and Public Works little choice but to sign which he did on April 24, 1982 after securing a commitment from the federal Minister of Transport to participate in a feasibility study of a roll on-roll off shipping service between this province and Newfoundland.

The increase in the minimum for the "west bound" subsidy from $50 to $100 is not expected to have much impact since most west bound freight movements would have a freight charge in excess of $100. However, the increase in the "intra regional" minimum to $50 could have a very significant impact on shippers and carriers where LTL traffic is involved.

The reduction in the "intra regional" subsidy from 15% to 10% will most certainly have an adverse effect on shippers who are located at considerable distances from their markets as in the case of Prince Edward Island shippers serving Newfoundland markets. In addition, there is good reason to believe that when the subsidy reaches the 10% level a case will be made by federal authorities for total elimination of the program on the grounds that administration costs in relation to the benefits would be so high that the program would be considered not cost effective.

The Atlantic Provinces Transportation Commission, acting on behalf of of industry in the Maritime region, made a proposal early in 1983 for a more selective intra regional subsidy program with the subsidy remaining at the 12 1/2% level. However, this proposal was not acceptable to the Maritime transportation ministers because it involved elimination of the subsidy on certain commodities which were unacceptable to them. The second reduction is scheduled for April 1, 1983 and there is little doubt that the subsidy will be reduced to 10% on that date.

In February 1984 it was revealed that Transport Canada planned to undertake a study of the Maritime Freight Rates Act/Atlantic Region Freight Assistance Act subsidy programs. The terms of reference, for this study which were developed unilaterally by Transport Canada without input from or consultation with the governments of the Atlantic Provinces, stated the objective of the study as follows:

1) for the transportation industry directly affected by the Maritime Freight Rates Act/Atlantic Region Freight Assistance Act subsidy programs determine the economic and financial impact of complete or partial removal

2) for the industries which are direct users of transportation services affected by the MFRA/ARFAA subsidy programs determine the economic and financial impact of complete or partial subsidy removal

3) provide a qualitative assessment on third parties likely to be affected by removal of the MFRA/ARFAA subsidies from industries, i.e. determine the parties involved and the significance of subsidy removal to them, eg. consumers, labour.

The implications of a study to determine the impact of complete or partial removal of these essential subsidy programs was alarming to the Atlantic governments and at the end of the fiscal year approximately, the Ministers of Transportation from the four Atlantic provinces wrote the Honourable Jean-Luc Pepin strongly protesting the carrying out of this study on a unilateral basis. However, before March 31 an Ottawa consulting firm, Hickling-Partners Inc., were engaged to carry out the study. It is anticipated tht this study will evoke strong protests from the private sector as well as the Atlantic governments.

M.O.U. — Maritime Provinces Transportation

As stated in the foregoing, a Memorandum of Understanding respecting Maritime provinces transportation, providing for highway funding and subsidy reduction, was signed by the federal Minister of Transport and the three provincial transportation Ministers. The purpose of this Memorandum of Understanding was "to set out the understanding between Canada and the Maritime provinces on joint strategic transportation planning and the restructuring of federal and, where practical, complementary provincial expenditures on Maritime provinces transportation." To give effect to the joint planning provisions of this agreement a federal/provincial Maritime Provinces Transportation Planning Committee was established. The committee is made up of the directors of transportation from the three provinces and many officials from Transport Canada. To date, the committee has commissioned the following studies:

1) Analysis of Freight Transportation in Maritime Provinces — cost shared
2) Study of Intercity Bus Operations — cost shared
3) Airport Needs Study — unilateral fedeal
4) Ferry Needs Study — unilateral federal
5) Passenger Transportation Services Review — unilateral federal.

Steering committees and working groups have been set up under the umbrella of the Maritime Provinces Transportation Planning Committee and these studies are now in progress.

PHYSICAL DISTRIBUTION ADVISORY SERVICE

In 1973, the Federal/Provincial Committee on Atlantic Region Transportation recommended to the federal and Atlantic governments that a

regional agency be set up to provide advice on physical distribution management to Atlantic region business and industry. The agency was established under a 5-year agreement between the Department of Regional Economic Expansion and the four Atlantic Provinces, and was located in Moncton as an affiliate of the Atlantic Provinces Transportation Commission. It is staffed by a small group of experts in the field of physical distribution management, headed by an executive director and carries out studies and makes recommendations on the following elements of physical distribution:

Inventory Control
Warehousing
Protective Packaging
Order Processing
Customer Service
Materials Handling
Transportation
Plant and Warehouse Site Selection
Delivery Service
Marketing Forecasting.

Its activities also include seminars on physical distribution which are carried out in various centers in the region. The executive director reports to a steering committee comprising one representative each from the Department of Regional Economic Expansion, Transport Canada and the Transportation Departments of the four provincial governments.

The Physical Distribution Advisory Service derives its revenue partly from fees charged to clients and partly from grants from the five supporting governments. The second 5-year agreement covering the operation of this agency expires on March 31, 1984 and a third agreement is expected to be signed later in 1983.

Since the PDAS was established in 1973, this province's share of the government contributions has been 2.2% or $3,333. Under a new agreement this is expected to increase to $5,000.

PRINCE EDWARD ISLAND/NEWFOUNDLAND SHIPPING STUDY

As mentioned earlier in this report the Minister of Transport and the Minister of Transportation and Public Works agreed to undertake a study of the feasibility of a roll on-roll off water transport service between Prince Edward Island and Newfoundland. Terms of reference for a marine costing phase of such study have been drawn up and proposals have been invited from consultants in the marine field. The study will be cost shared equally between the two governments and will be directed by a steering committee comprising two representatives from Transport Canada and two representatives from the Transportation Division of this department. It is expected that the study will commence in late spring of 1983.

PORTS

Since 1972 the Government of Canada has been attempting to revise national ports policy and in 1977 introduced Bill C61, and later in the same year Bill C6 and in 1979 Bill C50, all of which died in the House of Commons. In February 1982 Bill C92 entitled the Canada Ports Act was introduced and passed in July of the same year.

The new ports legislation established a national body entitled the Canadian Ports Corporation which governs all national ports in Canada, local port corporations to give local direction to national ports, regional advisory councils to provide policy input for the operation of ports, and local port advisory committees to give direction on the administration of public harbours. In addition to providing for greater input into the administration of Canada's ports, the new legislation gives a great deal more autonomy to the bodies administering national ports, i.e. those which come under the National Harbours Board and those which were administered under the Harbour Commissions Act. Generally speaking, the new legislation met with acceptance by most interested parties in Canada.

In 1981 Transport Canada undertook a comprehensive study of the ports of Charlottetown, Georgetown, Souris and Summerside leading to a master plan for the development of these ports. In April 1982 the report of the study was released and contained recommendations for development in each of the four ports, which in total, were estimated to cost $30 million over a period of 18 years. Among other things the report identifies Charlottetown for development as the major Prince Edward Island port. At this stage, it is not clear just when the recommendations will be implemented if accepted.

PRINCE EDWARD ISLAND POTATO LOADING FACILITY PROGRAM

The Prince Edward Island Loading Point Study, released in 1981, recommended the construction of three pilot loading points to evaluate the concept of centralized loading. The Department of Regional Economic Expansion agreed to fund, through Transport Canada, loading facilities at Souris, Charlottetown and Albany. Approval for funding of $1.5 million was received from federal Treasury Board on April 19, 1982.

The Province, through its participation in the Steering Committe of the study, was successful in having Souris designated as the first site to be constructed. Cheverie Construction Ltd. was awarded the contract for the Souris site in July 1982. It is anticipated that the loading point will be ready for the 1982/83 shipping season.

The facility will be entrusted to CN Rail to operate and manage on behalf of the federal government. The Potato Marketing Board has entered a management contract with CN Rail which will have theBoard responsible for on-site management.

Transportation Division officials will represent the Province on the Advisory Committee which has been established to report on and evaluate the results of this pilot project. The Committee will have four official members, one each from Transport Canada, the provincial government, CN Rail and the Potato Marketing Board.

RAIL TRANSPORT

In 1981, Canadian National Railways applied to the Canadian Transport Commission to remove a number of station agents and buildings in this province in conjunction with the implementation of its Phase II Charlottetown Servocentre Plan. In August, 1982, the Railway Transport Committee of the Canadian Transport Commission issued an order authorizing Canadian National to remove:

(1) agency positions at
- Borden
- Emerald Junction
- Kensington
- Montague
- Mount Stewart Junction
- O'Leary
- Souris
- Summerside
- Tignish

(2) caretaker position at Hunter River

(3) station buildings at
- Emerald
- Montague
- Mount Stewart Junction
- O'Leary
- Souris
- Tignish

The order requires Canadian National to:

(a) appoint "on hand representatives" to handle express traffic at Borden, Hunter River, Kensington, Montague, Mount Stewart Junction, O'Leary, Souris and Tignish.

(b) provide for the sale of passenger tickets at Borden, Charlottetown and Summerside

(c) provide 2 customer service representatives to travel through the territory to deal with CN customers.

The Department made representations to the Minister of Transport and Canadian National to oppose this latest reduction in railway services in the province, but to no avail.

It was reported in the previous Transportation Division report that the Minister had written the Minister of Transport requesting that Canadian National's decision to eliminate 18 maintenance positions (half of its maintenance staff in PEI) be reversed in the interests of safety and adequate service, and pointing out that 22 derailments had occurred in the province in 1981. A letter was received from the federal minister in August, 1982, in which the Province's concerns were down played and the staff reductions were justified on the basis of decreased traffic and revenue.

In October, 1982, provincial and municipal governments were advised that the Canadian Transport Commission would hold hearings in December on the following applications for rail line abandonment filed by Canadian National Railways:

Elmira Spur		9.85 miles
Murray Harbour Subdivision	44.0 miles	
Mount Herbert Spur	8.35 miles	
Vernon Spur	4.4 miles	56.75 miles
Montague Subdivision	25.61 miles	
Georgetown Spur	4.83 miles	30.44 miles
		97.04 miles

The rail line covered by these applications represents 35.3% of the total rail mileage in the province.

Hearings were held by the Railway Transport Committee of the Canadian Transport Commission in Murry Harbour on November 1, Montague on November 3 and 4 and Souris on November 5. Transportation Division staff began in August organizing support from users of rail service for the retention of these lines and the results were gratifying.

Testimony from potato shippers and producers, livestock producers, businessmen with the transportation of grain, lime, fertilizer, feed and farm equipment and other individuals representing business and industry made it clear that rail service was essential. Evidence was also presented to indicate the impact on the highway system of removal of these lines. The Chairman of the Panel, John Magee, commented that the participation at these hearings was the best they had encountered in their travels across Canada. The Province was represented by G.R. Foster, Q.C.

In February 1983, notice was received from the Canadian Transport Commission that decisions respecting these applications had been made as follows:

CN is required to continue operating:

(1) 17.7 miles of the Murray Harbour Subdivision from Maple Hill to Uigg plus 4.6 miles of the Mount Herbert Spur from Lake Verde to Mount Albion but excluding the Vernon Spur.

(2) All of the Montague Subdivision with the exception of the Georgetown Spur

(3) 5.0 miles of the Elmira Spur from Harmony Junction to Baltic.

In summary, of the total of 97.04 miles of line for which application has been made, the Commission ruled that 52.9 miles must be retained and 44.0 miles could be abandoned.

In January 1983, Atlantic Region officials of CN met with officials of the Department to announce that 7 of the 11 positions in the carload centre at Charlottetown were to be eliminated, allegedly to increase productivity. Similar reductions were effected at Saint John, Fredericton, Sydney, Truro and Bathurst, so that only the carload centres in Halifax, Moncton and Campbellton would remain in operation and all other areas would be served from them. Railway officials maintained that their customers would be adequately served by the remaining employees and toll free telephone service to the carload centre at Moncton. Protests were sent to the Minister of Transport and the President of Canadian National by telex. Responses have not been received.

In March 1983, R.G. Messenger, CN's Atlantic Region Vice President and other railway officials met with the Premier, Minister of Transportation and Public Works and provincial officials and announced that CN was developing a 5 year operating plan for Prince Edward Island. Although details of the proposed plan were not revealed it was evident that it is CN's intention to put a great deal more emphasis on moving traffic by an intermodal system with a corresponding de emphasis on the rail carload method. The implications of CN's plan for transportation in this province are not clear, at this point, but there is certainly cause for concern respecting the future of the railway and the impact on the highway system.

Canadian National Railways limited rate increases to levels which conformed to the 6/5 guidelines of the federal restraint program. 6% increases were announced in June 1982, to be in effect until June 1983, following which 5% increases will be imposed for the next 12 months.

The Canadian National Railway Company reported a loss of $223 million for 1982. Of this total, $34.9 million was attributed to its Canadian rail operation.

TERRA TRANSPORT

In 1982, Terra Transport, the Newfoundland division of Canadian National Railways, inaugurated a container service (container on flat car) to move rail traffic to, from and within the island of Newfoundland. Terra Transport was assisted by the federal government in the form of a $75 million capital subsidy to purchase equipment and sustained an operating loss of $32.4 million for the year 1982. This heavily subsidized service was the

target of much criticism from competing carriers such as marine container services and motor carriers on the grounds that they were losing traffic because of unfair competition.

Shippers in Prince Edward Island were also disadvantaged by this service because Terra Transport was publishing rates from points in Ontario and Quebec that were equal to or less than prevailing rates from this province to Newfoundland. Officials of the Transportation Division and Terra Transport have met to discuss this problem and the possibility of more equitable rates for Prince Edward Island is currently explored.

TRUCK TRANSPORT

In recent years there have been considerable pressure from various sources for governments and regulatory agencies to ease the burden of motor carrier and motor vehicle regulation on the trucking industry. There has been particular emphasis on the need for motor carrier regulatory reform or even total deregulation. Many provinces are responding with reviews of their regulatory policies and the Ministers of Transportation for the Maritime Provinces have directed the Maritime Provinces Transportation Committee to investigate existing motor carrier and motor vehicle regulatory policies with a view towards achieving as much uniformity within the region as possible when changes are made.

The acquisition of small trucking firms by large ones continued during the period covered by this report. Canadian National Transportation Limited purchased a number of established trucking companies and, consequently, now has operating authorities in all Canadian provinces. Canadian Express and Transport Ltd. acquired a number of trucking firms as well, including two former locally owned operations, Bowness Transfer Ltd. and River Transport Ltd.

In 1982, the United States imposed a moratorium on motor carrier licenses for Canadian truckers. The transportation ministers of all the provinces appealed to the Minister of Transport to make representation to have the moratorium lifted. Cross border negotiations finally bore fruit in November 1982 and President Regan ordered the moratorium removed and the processing of all the outstanding applications from Canadian truckers by the Interstate Commerce Commission.

At the end of 1982 there were 515 motor carriers licensed to operate in this province, 372 of which were authorized to haul freight and 143 were authorized to move household goods.

URBAN TRANSPORTATION ASSISTANCE PROGRAM

The Urban Transportation Assitance Program was established by the Minister of Transport in 1978 to provide funding for 80% of the cost of urban transportation related projects which meet criteria prescribed for the program

by Transport Canada. It was origininally established as a five year program but was later extended to six years, terminating March 31, 1984. The total program allocation for this province, based on $2 per capita per annum, was $1,183,000. Applications for funding under this program are recommended to federal authorities after screening by a provincial interdepartmental committee. As of March 31, 1983, a total of $755,788 of the toatal allocation has been spent.

The following projects were approved for the program in 1982-83 fiscal year:

	Project Cost	UTAP Contribution
Town of Montague — Traffic Study	$ 11,300	$ 9,064
Village of Wilmot — Walkway Project	55,326	44,261
City of Charlottetown — Walkway Project	62,947	50,358
Village of West Royalty — Walkway Project	129,800	103,840
Summerside Waterfront Development Corp — Rail Truck Transhipment Centre	201,995	177,740

Some consideration is being given by federal authorities to a new urban transportation assistance program somewhat different in scope and application than the current one but, at this stage, details of a new program have not been revealed.

VIA RAIL

In 1979 the regional Vice President of Via Rail Canada Inc. established the Via Atlantic Advisory Council, a group of representatives from government, business, labour and consumers, to provide advice on policy and other matters related to Via's operation in the Maritime provinces. The Council meets five times a year and has proven to be a useful device for input from Prince Edward Island respecting Via's services to this province as well as its transcontinental passenger train service. The province is represented on the Council by George Brookins and K.A. MacKenzie.

During the period covered by this report Via Rail experienced some capacity problems in peak periods as a result of the elimination of its second transcontinental train service, the Atlantic. Its on-time performance was adversely affected as a result of its out dated equipment, particularly during cold weather in the winter when very lengthy delays were experienced by passengers. Via's ability to serve the public is limited by an operating agreement with the railways which does not provide for satisfactory operating speeds. These and other problems are under review at the present time. Via Rail report a profit of $1,998,000 for the year 1982.

GENERAL

We are in a period of significant change in transportation in Prince Edward Island. Our rail service is being eroded rapidly and there is a greater emphasis on highway transport and intermodal systems. In addition, the federal government is adopting a different approach to transportation expenditures and policy with new concepts such as envelope spending and multi modal planning. Other issues such as inadequate ferry capacity and the lack of reasonably price transportation to Newfoundland, together with those issues mentioned above present a formidable challenge to the transportation division and place a heavy demand on its small staff. As in previous years, every effort was made during the year to develop strategies and solutions for the various issues and problems which arose from time to time with varying degress of success.

On behalf of the Transportation Division staff, J.T. Kane, Transportation Coordinator, S.C. Lane, Transportation Analyst and S.J. White, Secretary I wish to express appreciation for the encouragement and support which the Division received from the department heads during the year.

Respectfully submitted

K.A. MacKenzie
Director, Transportation Division

TRANSPORTATION STATISTICS

air

Air Passenger

The following are the 1982 air passenger traffic statistics with 1981 comparisons:

AIR CANADA

	TO P.E.I.	FROM P.E.I.	TOTAL
1982	29,153	32,314	61,467
1981	30,720	35,663	66,383
% change	−5%	−9%	−7%

EASTERN PROVINCIAL AIRWAYS (1963) LTD

	TO P.E.I.	FROM P.E.I.	TOTAL
1982	42,647	41,115	83,762
1981	46,720	44,015	90,735
% change	−8.7%	−6.6%	−7.7%

Air Freight & Air Mail (lbs.)

The following are the 1982 air cargo and air mail statistics with 1981 comparisons:

AIR CANADA

	CARGO		MAIL	
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
1982	344,276	355,235	326,046	106,318
1981	412,455	284,829	281,858	108,831
% change	−16.5%	+24.7%	+15.7%	−2%

EASTERN PROVINCIAL AIRWAYS

	CARGO		MAIL	
	TO P.E.I.	FROM P.E.I.	TO P.E.I.	FROM P.E.I.
1982	402,156	946,111	309,549	181,610
1981	383,768	1,181,686	304,710	167,772
% change	+4.8%	−20%	+1.6%	+8.2%

BUS

ISLAND TRANSIT

	1981	1982
Charlottetown — Souris	1,192	739
Charlottetown — Tignish	8,309	9,524
Charlottetown — New Glasgow	2,891	2,096

VIA RAIL BUS SERVICE

	1981½	1982	% Change
Passengers from P.E.I. to Mainland	16,118	19,232	19%
Passengers to P.E.I. from Mainland	16,341	18,855	15%
TOTALS (both directions)	32,459	38,087	

FERRY

Borden-Cape Tormentine Ferry Service

The following are the 1982 traffic statistics for CN Marine P.E.I. - N.B. service with 1981 comparisons:

	Autos	Trailers Campers	Trucks	Tractor Trailers	Buses	Rail Cars	Passengers
1981	457,654	36,696	86,045	68,847	3,531	14,061	1,530,187
1982	442,716	30,417	70,144	66,668	3,103	12,128	1,451,915
% Change	−3%	−17%	−18%	−3%	−12%	−14%	−5%

Wood Islands — Caribou Service

The following are the 1982 traffic statistics for the P.E.I. - N.S. service operated by Northumberland Ferries Ltd. with 1981 comparisons:

	Autos	Rec. Vehicles	Trucks	Buses	Passengers
Apr 14-Dec 20/81	156,257	16,590	33,062	1,448	545,622
Apr 23-Dec 20/82	149,037	14,756	33,518	1,238	526,300
% Change	−5%	−11%	1%	−14%	−4%

Souris — Grindstone Service

The following are the 1982 traffic statistics for the P.E.I. - Magdalen Islands service operated by CTMA with 1981 comparisons:

	Autos	Trailers	Trucks	M/Cycles Bicycles	Heavy Mach.	Passengers
1981	13,652	795	4,115	1,766	51	48,507
1982	11,165	696	4,219	2,035	52	45,527
% Change	−18%	−12%	+3%	+15%	+2%	−6%

RAIL

Freight in Carloads

The following are the 1982 statistics for interprovincial rai freight in carloads, with 1981 comparisons:

	TO P.E.I.	FROM P.E.I.	TOTAL
1981	4,186	3,086	7,272
1982	3,008	3,152	6,160
% Change	−28%	+2%	−15%

Freight in Tons

The following are the 1982 statistics for interprovincial freight in tons with 1981 comparisons:

	TO P.E.I.	FROM P.E.I.	TOTAL
1981	304,793	128,391	433,184
1982	243,301	124,857	368,158
% Change	−20%	−3%	−15%

WATER

TONS

The following are the statistics for 1982 waterborne freight for the four principle ports with 1981 comparisons:

	Charlottetown		Georgetown		Souris	
(Metric)	Loaded	Unloaded	Loaded	Unloaded	Loaded	Unloaded
1981	41,631	408,764	15,602	27,467	8,556	27,854
1982	10,707	343,460	16,791	35,858	16,202	5,442

	Summerside		TOTALS	
1981	Loaded	Unloaded	Loaded	Unloaded
1981	22,025	83,174	87,814	547,259
1982	60,951	35,506	87,860	384,408

VESSELS

The following are the 1982 vessel traffic statistics for the 3 principle ports with 1981 comparisons:

	ARRIVALS		DEPARTURES		TOTALS		
	1982	1981	1982	1981	1982	1981	% Changes
Charlottetown	148	185	152	173	300	358	−16%
Summerside	56	59	60	64	116	123	−6%
Souris	12	16	10	18	22	34	−35%
Georgetown	36	34	36	36	72	70	+3%

HIGHWAY COLLISIONS AND COUNTERMEASURES
HIGHWAY SAFETY DIVISION
01 April 1982 — 31 March 1983

ORGANIZATION AND OBJECTIVES

The Highway Safety Division operated branches at Charlottetown, Alberton, Souris, Montague and Summerside from a headquarters in Charlottetown containing the Director, the Safety Coordinator's Safety Section, and the Registrar's Administrative Section.

The Division's overall objective was to promote safe conditions for highway users, and to support the Minister of Transportation and Public Works in the administration of the Highway Traffic Act and the Off-Highway Vehicle Act.

SAFETY STRATEGY

Activitiy in the driving theatre was divided into three categories: (1) the driver, (2) the vehicle, and (3) the highway. In each of these categories the measures designed to counter highway collision were separated into education and enforcement techniques primarily directed to highway users, followed by engineering developments directed to safety improvements of the vehicle and the highway.

Countermeasures were planned and conducted on the premises that the driver is ultimately responsible for motor vehicle operation on the highway. In consequence, the countermeasures strategy was to increase the driver's knowledge of highway laws and safe driving practises by creating a general awareness through the public news media; in testing new drivers; licensing control over newly licensed drivers, and correction of unsafe practices among other drivers.

COLLISION STATISTICS (April 1, 1982 - March 31, 1983)

There were 14 fatal collisions causing 15 fatalities. Five (included two motorcycles) drivers died, two passengers, and eight pedestrians. Three of the fatal collisions involved single vehicles, one involved two vehicles, two involved single motorcycles, and eight pedestrians were killed by vehicles.

Four fatalities were males under 25, one was female; six were males between the ages of 25 and 64, one was female; one male was over 64, one was female.

Eleven fatal collisions were in rural areas, three in urban; nine were at night, four during daylight, and one during dawn. Eight of the fifteen fatal collisions involved the use of alcoholic beverages. There were five collisions (including motorcyclists) where six persons were ejected from vehicles, and of these — five died, and one was injured.

None of the four fatally injured vehicle occupants were reportedly using a restraint system. Of the ten vehicle occupants (does not include pedestrian collisions, or collisions involving motorcycles), no persons were reported to be have been wearing a restraint system — except for one child in child restraint not injured.

The principal causes of fatal collisions were: pedestrian activity (7), speed too fast for road conditions (2), careless or inattentive driving (4), and driver inexperience (1).

COORDINATION OF HIGHWAY SAFETY ACTIVITIES

Interdepartmental interests in highway safety were served by the Highway Collision Committee, comprised of the following members:

Director of the Highway Safety Division (Chairman), representing the Department of Transportation & Public Works.

Chief Director of Administrative Services, representing the Department of Education.

Traffic Engineer, representing the Minister of the Department of Transportation and Public Works.

Senior Medical Advisor, representing the Minister of Health, and

Senior R.C.M.P. Officer, representing the Department of Justic.

The departments represented by the members are responsible for the administration of the Highway Traffic Act, and the Off-Highway Vehicle Act, the Schools Act, the Roads Act, and the Criminal Code of Canada, as they relate to the driver, the motor vehicle, and the highway.

THE SAFETY SECTION

Activities of the Safety Section during April 1, 1982, to March 31, 1983, are described under the following headings:

(A) Media Safety Campaign
(B) Publications
(C) Driver Qualification
(D) Driver Improvement
(E) Annual Motor Vehicle Inspection

(A) MEDIA SAFETY CAMPAIGN

Safety Belt Use

Designed to illustrate the benefits of safety belts and to increase their use. Four major media campaigns were conducted. One television program during the month of September, October, and November, and one radio program during the months of November and December, one radio program

during the months of June, July, and August 1982. In addition, a two minute film was shown at four drive-in theatres, and one cinema during the summer and fall of 1982.

Bicycle Safety

Designed to illustrate the rights and responsibilities of bicyclists on the highway. The campaign was publicized through two radio stations during the month of May, and all newspapers in the Province during the month of June 1982, and one radio station during the month of September 1982.

Pedestrian Safety

Designed to increase the motor vehicle driver's awareness to his responsibilities toward pedestrians. Publicized through three radio stations for the month of October. A second component of the campaign was designed to increase the pedestrian's awareness of his responsibilities, and was publicized through four newspapers in October 1982.

Metric Conversion Information Program

Tourists (particularly from the United States) were informed through THIS WEEK ON P.E.I. of the metric speed limits and other highway regulations in Prince Edward Island.

School Bus Safety

Designed to illustrate what the law requires of drivers in school zones and in the vicinity of school buses. Publicized through three radio stations and one television station during the month of September 1982.

Impaired Driving

Designed to educate the public to the consequences of driving after drinking. Four impaired driving campaigns were conducted. The first ran for the month of June through two radio stations, and one TV station. The second ran for the months of July, August, and September through one television station. The third campaign ran for the month of December 1982, and was publicized through one TV station, three radio stations, and six newspapers. A feature of the December campaign was a series of "Party Tips" publicized through newspapers alerting the host and hostess of their responsibilities toward their guests, and suggested alternate ways to enjoy the festive season without having to drive after drinking. The fourth campaign was in co-operation with the news media and the other Maritime provinces.

The Highway Safety Division also conducted short campaigns during holiday periods, e.g., Thanksgiving Weekend, Hallowe'en, to remind pedestrians and drivers alike to take extra care in heavy holiday traffic.

Winter Driving Campaign

A campaign was conducted through three radio stations and publicized the need for extra care when driving during times of inclement weather, and ran during the months of November and December 1982, as well as January and February 1983.

Summer Safe Driving Program

The Highway Safety Division's annual summer safety driving campaign began June 4, 1982, and continued for an eleven week period, ending on September 7, 1982. The campaign was publicized through two radio stations and one TV station for the months of June, July, August, and the first week of September 1982.

The campaign was comprised of safety announcements focusing on ten specific problem areas. These were determined through a study of collision reports over the past three years for the purpose of identifying the most frequent causes of collisions.

A safe driving ad was publicized in eleven issues of THIS WEEK ON P.E.I.

Banner Ad — Sponsor Page Ads

In 1982 the Highway Safety Division along with Island newspapers and concerned business establishments designed various banner or sponsor pages to illustrate the responsiblities expected on the part of all citizens as it related to all phases of highway safety.

The banner ads publicized were:

(1)	May 5, 1982	— "Protect Yourself" — bicycle safety
(2)	June 30, 1982	— "Schools Out"
(3)	September 4, 1982	— "Back to School — Give Kids A Break"
(4)	October 31, 1982	— "Hallowe'en — Pedestrian Safety"
(5)	December 30 - 31, 1982	— "If You Drink Don't Drive"

(B) PUBLICATIONS

During the year notices of defects in vehicles received from Transport Canada were monitored and released to Island Information Services, for publication through all Island newspapers and radios.

These particular notices are intended to warn the motoring public of —

(a) details of a particular defect in a vehicle;

(b) make and specific problem with the vehicle, and;

(c) what action the owner may take to have the particular problem corrected as soon as possible.

A reminder to motorists concerning the inspection of vehicles ran each month in four Island newspapers.

During the year the Highway Safety Division in cooperation with the Canada Safety Council advised motorists of Defensive Driving and Motorcycle Training Courses available — publicized through Island newspapers.

(C) DRIVER QUALIFICATION

Attached at Annex "A"

(D) DRIVER IMPROVEMENT

Driver Improvement Courses —

MONTH	STUDENTS
April	—
May	17
June	—
July	—
August	—
September	53
October	—
November	27
December	—
January	30
February	32
March	—
TOTAL STUDENTS	159

Driver Rehabilitation Courses —

MONTH	STUDENTS
April	31
May	—
June	39
July	—
August	24
September	—
October	26
November	—
December	—
January	25
February	—
March	23
TOTAL STUDENTS	168

(D) DRIVER IMPROVEMENT

Defensive Driving Courses —

MONTH	STUDENTS
April	26
May	36
June	66
July	—
August	21
September	—
October	25
November	48
December	28
January	19
February	157
March	59
TOTAL STUDENTS	485

(E) MOTOR VEHICLE INSPECTION STATISTICS

Vehicles inspected	71,327
Vehicles approved	62,718
Vehicles rejected	6,019
Vehicles unsafe	140
Trailers	2,450

There were 186 inspection stations and 345 authorized inspection mechanics under the Motor Vehicle Inspection Program.

MOTOR VEHICLE REGISTRATION & REVENUE

APRIL 1/82 to MARCH 31/83

	Cars	Trucks	Trailers	Farm Trucks	Fire Trucks	1/3 Yr. Trucks	PRP Plates	Prorate Fees	Cab Cards	Trip Permits	M.C.	S.B.	S.M.E.	S.V.	Snow Mobiles	Drivers License	Other*	Revenue
April	7,934	4,723	1,251	626	28	643					647	—	107	57	1	1,718	10,361	647,470.70
May	2,189	1,668	1,202	309	8	214					485	—	31	34	—	1,796	10,774	208,424.34
June	1,683	500	965	57	2	90					272	—	13	33	—	1,950	12,953	125,979.36
July	1,141	280	666	35	—	33					167	—	11	8	—	1,936	10,285	77,417.57
August	894	219	232	55	1	806					64	1	3	4	—	2,077	9,951	190,687.97
September	790	223	119	68	—	91					25	25	2	1	—	2,089	9,544	68,213.82
October	732	174	85	28	—	30					4	1	1	5	2	1,904	8,853	46,472.47
November	664	196	40	5	1	7					3	—	10	1	1	1,873	11,319	66,450.39
December	451	110	31	14	—	362					1	—	7	3	11	1,807	6,864	99,444.88
January	3,150	751	316	84	14	54					26	97	29	11	10	1,729	6,634	155,253.61
February	4,813	928	423	117	24	16	16	88	88	—	46	179	26	16	1	1,852	6,096	221,902.41
March	25,210	4,171	1,755	817	50	11	144	1,608	1,642	—	369	85	225	80	3	2,031	9,779	$1,131,104.05
TOTALS	49,651	13,943	7,085	2,215	128	2,357	160	1,696	1,730	—	2,109	388	465	253	29	22,762	113,413	3,039,821.57

* P.V., Dealers, Appointment Fees, Instruction Permits, Duplicate Copies, Transfers, MVI Stickers, Abstracts, Miscellaneous Receipts, Fire Trucks, Service Vehicles.

ANNEX "A"

TESTS — DRIVER LICENSE APPLICATIONS

APRIL 1, 1982 — MARCH 31, 1982

MONTH	TESTS
APRIL	731
MAY	952
JUNE	1438
JULY	1162
AUGUST	1031
SEPTEMBER	861
OCTOBER	727
NOVEMBER	715
DECEMBER	490
JANUARY	388
FEBRUARY	459
MARCH	517
TOTAL TESTS	9,471

Total number of written and driving tests conducted at five testing centres; Charlottetown, Summerside, Montague, Souris and Alberton.

ANNEX "A"

PERCENTAGE FAILURE RATE

APRIL 1, 1982 — MARCH 31, 1982

MONTH	CHARLOTTETOWN		MONTAGUE		SOURIS		SUMMERSIDE		ALBERTON	
	Written	Driving	Written	Driving	Written	Driving	Written	Driving	Written	Driving
April	15	42	44	30	51	48	36	35	23	19
May	24	50	31	22	38	36	25	38	38	27
June	29	55	26	46	39	17	23	35	42	33
July	24	51	10	54	22	44	27	45	34	37
August	23	51	21	55	38	38	21	33	42	21
September .	16	45	23	45	28	48	30	29	37	32
October	16	47	21	49	36	48	22	33	38	37
November .	18	46	21	35	47	41	18	29	33	33
December ..	11	41	16	42	29	24	30	25	40	33
January ...	16	43	33	45	33	20	24	33	30	13
February ..	12	39	25	46	35	0	25	46	29	37
March	12	35	31	62	38	27	20	33	37	44
TOTAL	216	545	322	531	434	391	301	414	423	366
YEAR	18	45	27	44	36	33	25	35	35	31

For the Twelve Months — Written 28%
Driving 38%

ANNEX "A"

TESTS — DRIVER LICENSE APPLICATIONS — BY MONTH

APRIL 1, 1982 — MARCH 31, 1983

	WRITTEN						DRIVING								
	Tested	Passed	Failed	F%	No Show	NS%	Tested	Passed	Failed	F%	No Show	NS%	Total Tests	Total No Shows	Total NS%	Total Appointments
April	416	297	119	29	77	16	288	185	103	36	17	6	731	97	12	828
							MC 27	22	5	19	3	10				
May	460	334	126	27	40	8	420	243	177	42	24	5	952	69	7	1021
							MC 72	69	3	4	5	6				
June	551	394	157	28	74	12	689	385	304	44	56	8	1438	214	13	1652
							MC 198	170	28	14	84	30				
July	468	350	118	25	72	13	582	303	279	48	51	8	1162	190	14	1352
							MC 112	101	11	10	67	37				
August	459	343	116	25	70	13	512	294	218	43	56	10	1031	153	13	1184
							MC 60	59	1	2	27	31				
September	401	302	99	25	54	12	422	252	170	40	28	6	861	85	9	946
							MC 38	37	1	3	3	7				
October	365	286	79	22	37	9	359	204	155	43	28	7	727	65	8	792
							MC 3	3	0	0	0	0				
November	353	277	76	22	31	8	362	220	142	39	35	9	715	66	8	781
December	247	185	62	25	28	10	243	155	88	36	31	11	490	59	11	549
January	215	165	50	23	19	8	173	111	62	36	11	6	388	30	7	418
February	263	208	55	21	30	10	196	116	80	41	18	8	459	48	9	507
March	300	235	65	22	25	8	217	134	83	38	15	6	517	40	7	557
					Motocycle Sub Total		510	461	49	9	189	20				
					Car Sub Total		4463	2602	1861	41	370	8				
	4498	3376	1122	25	557	11	4973	3063	1910	36	559	6	9471	1116	10	10587

FISCAL YEAR REPORT

APRIL 1, 1982 — MARCH 31, 1983

RECORDS SECTION

HIGHWAY SAFETY DIVISION

RECORDS SUB-SECTION

This Sub-section maintains records on all drivers who have had convitions for motor vehicle related offenses and who are scheduled for counselling activity such as an interview or a re-examination. This Sub-section also maintains documents on compulsory insurance, accident statistics and motor vehicle dealers.

This Sub-section issues abstracts of driving records to individuals and insurance companies.

During the period April 1, 1982 to March 31, 1983, the Records Subsection processed numerous records for various reasons and they are shown in the tables following. (1981-82 figures are shown for comparison purposes)

TABLE 1

A. Criminal Code of Canada
(convictions for blood/alcohol related offences with a motor vehicle)

	1981-82	1982-83
Section 234 (impaired driving)	24	42
Section 234.1(2) (refusing the A.L.E.R.T.)	61	40
Section 235(2) (refusing the breathalyzer)	368	372
Section 236 (failing the breathalyzer)	868	869
TOTAL	1,321	1,323

B. Suspensions of driver's licenses and disqualification from holding or obtaining a license for the conviction shown at "A" above,

1981-82	1982-83
1,321	1,323

C. Confiscations ordered for the return of a driver's license not voluntarily turned in or surrendered to the courts and suspended at "B" above,

1981-82	1982-83
173	189

D. Reinstatements of a driver's license or the privilege to obtain a driver's license after a suspension for an alcohol motor vehicle related conviction.

1981-82	1982-83
1,169	1,064

TABLE 2

Demerit Point System Regulations

		1981-82	1982-83
	Number of drivers involved	10,889	8,966
A.	Warning letters issuded	1,676	1,809
B.	Interviews required	850	747
	Interviews completed	605	489
C.	Suspension of a driver's license		
		1981-82	1982-83
	Failed to attend interview	91	54
	Unsatisfactory interview	3	—
	Accumulation of demerit points	224	218
	Criminal Code convictions under Demerit Point System Regulations	85	56
	Driving while under suspension	26	37
	Conviction while on probation	61	91
	TOTAL	490	456

		1981-82	1982-83
D.	Confiscations order for the return of a driver's license not voluntarily turned in or surrended to the courts and suspended at "C" above	181	93

		1981-82	1982-83
E.	Reinstatement of a driver's license under Demerit Point System Regulations	435	387

TABLE 3

Compulsory Insurance

		1981-82	1982-83
A.1	Cancellations received from Insurance Companies	14,398	14,994
A.2	Balance of work from preceding year	295	295
	TOTAL	14,693	15,289

		1981-82	1982-83
B.1	Plates held by Division	92	51
B.2	Not actioned because of storage or satisfactory response when contacted	10,120	12,629
B.3	Pending further action	4,084	2,339
B.4	Unable to contact	102	97
	SUB-TOTAL	14,398	15,116
B.5	Work outstanding at March 31	295	173
	TOTAL	14,693	15,289

C.	Quantity of "7 day letters" forwarded	4,497	4,334

TABLE 4

Accidents

		1981-82	1982-83
A.1	Persons killed	23	14
A.2	Persons injured	718	725
B.1	Number of fatal accidents	19	13
C.1	Letters forwarded requesting additional information for financial responsibility at the time of the accident	57	55
C.2	Confiscation of plates	47	81

TABLE 5

Unsatisfied Judgement Fund

		1981-82	1982-83
A.1	The number of drivers still shown under suspension for failure to "pay back" to Unsatisfied Judgement Fund	65	65

TABLE 6

Judgement Recovery (P.E.I.) Ltd.

		1981-82	1982-83
A.1	Number of drivers suspended for failure to maintain payments	8	16
A.2	Number of drivers reinstated, resumed payments	7	11

TABLE 7

Administrative re-examination and/or suspension of driving privileges,

		1981-82	1982-83
A.1	Number of persons required to undergo an examination as a result of a request by police, insurance companies, families or as a result of a driving record (medical and driving tests)	100	100

A.2	Drivers re-examined		
	Medical	28	29
	Vision	17	10
	Driving test	43	47
A.3	Number of drivers suspended as a result of the examination or failing to comply with the request	7	5

		1981-82	1982-83
B.	Number of driver's licenses "recalled"	1	1
C.	Number of driver's licenses "invalidated"	5	5
D.	Number of driver's licenses restored	1	—
E.	Instruction permits "recalled"	2	—
F.	Instruction permits restored	—	—
G.1	Number of drivers asked to show cause why their license should not be suspended under Section 250 of the Act	141	110
G.2	Driver's licenses suspended under Section 250 of the Act, either by an operation of law or as a result of overall driving record	84	48
G.3	Number of drivers placed on probation under Section 250	102	121
H.	Number of appeals under Section 264 of the Act	—	—
I.	Number of driver's license confiscated under Section 250 of the Act	12	15

TABLE 8

		1981-82	1982-83
A.	Driving records prepared for court purposes	630	674
B.	Certificates showing the status of a driver's license for court purposes	145	142
C.	Certificates of vehicle ownership for court purposes	997	191

TABLE 9

		1981-82	1982-83
A.	Abstracts of driving records for insurance or other purposes	15,414	18,242

TABLE 10

Dealer Trade License

		1981-82	1982-83
A.1	Class "A" New & used vehicles	20	20
A.2	Class "B" Sub-dealers	4	3
A.3	Class "C" Used vehicles	25	23
	TOTAL	49	46

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Province of Prince Edward Island

STATEMENT OF EXPENDITURES

Year Ending March 31, 1982

General Administration

Salaries & Wages	382,764	
Office Supplies & Postage	9,476	
Tel & Tel	127,630	
Miscellaneous	7,816	
Office Equipment	2,171	
Maintenance & Repairs	3,330	
Bad Debt Expense	67,166	
Travel	17,315	
TOTAL GENERAL ADMINISTRATION		617,638

HIGHWAY DIVISION

Maintenance Administration

Salaries & Wages	1,144,432	
Tel & Tel	7,569	
Equipment	17,050	
Professional Services	15,979	
Travel	249,060	
TOTAL MAINTENANCE ADMINISTRATION		1,434,090

MAINTENANCE OF UNPAVED ROADS

Prince County

Prince 1	174,166	
Prince 2	96,560	
Prince 3	134,792	
Prince 4	79,298	
Dust Control Prince County	24,777	
Total Prince County		509,593

Queens County

Queens 1	143,399		
Queens 2	85,096		
Queens 3	105,273		
Queens 4	73,664		
Queens 5 & 6	86,226		
Dust Control Queens County	49,554		
Total Queens County		543,212	

Kings County

Kings 1	170,279		
Kings 2	174,784		
Kings 3	136,000		
Kings 4	74,938		
Kings 5	112,635		
Dust Control Kings County	12,399		
Total Kings County		681,035	
TOTAL MAINTENANCE OF UNPAVED ROADS			1,733,840

Maintenance of Paved Roads

Prince County	1,745,567		
Queens County	1,828,437		
Kings County	1,697,084		
TOTAL MAINTENANCE OF PAVED ROADS			5,271,088

Maintenance of Bridges

Wages	27,477		
Materials & Supplies	52,856		
Contract Services	70,179		
TOTAL MAINTENANCE OF BRIDGES			150,482

Snow Removal

Wages	194		
Materials & Supplies	280,946		
Contract Services	2,913,927		
TOTAL SNOW REMOVAL			3,195,067

Sanding & Salting

Wages	858,938	
Materials & Supplies	2,154,735	
TOTAL SANDING & SALTING		3,013,673

Garage Administration

Salaries & Wages	3,988,805	
Equipment	173,458	
Materials & Supplies	2,121,021	
Contract Services	15,416	
Travel	48,763	
Telephone, Radios & Taxes	119,655	
TOTAL GARAGE ADMINISTRATION		6,467,118
TOTAL HIGHWAYS ORDINARY ACCOUNT		21,882,996

HIGHWAY SAFETY BRANCH

Administration

Salaries & Wages	57,737	
Tel & Tel	17,769	
Miscellaneous	25,224	
Travel	2,982	
TOTAL ADMINISTRATION		103,712

Motor Vehicle Inspection

Salaries & Wages	19,940	
Materials & Supplies	21,311	
Travel	16,178	
TOTAL MOTOR VEHICLE INSPECTION		57,429

Driver Improvement Program

Salaries & Wages	105,791	
Miscellaneous	909	
Travel	5,168	
TOTAL DRIVER IMPROVEMENT PROGRAM		111,868

Promotion of Highway Safety

Salaries & Wages	107,357	
Equipment	2,856	
Materials & Supplies	44,711	
Travel	7,808	
TOTAL PROMOTION OF HIGHWAY SAFETY		162,732

Registration & Licensing

Salaries & Wages	242,703	
Office & Postage	8,451	
Equipment	1,150	
Materials & Supplies	106,261	
Travel	5,486	
TOTAL REGISTRATION & LICENSING		364,051

Records

Salaries & Wages	89,524	
Equipment	708	
TOTAL RECORDS		90,232

Summerside

Salaries	179,216	
Equipment	2,083	
Travel	2,028	
TOTAL SUMMERSIDE		183,327

Montague

Salaries	22,900	
TOTAL MONTAGUE		22,900

Alberton

Salaries	23,264	
Equipment	2,564	
TOTAL ALBERTON		25,828

Souris

Salaries	22,275		
Equipment	2,563		
TOTAL SOURIS		24,838	
TOTAL HIGHWAY SAFETY DIVISION			1,043,205
TOTAL HIGHWAY SAFETY BRANCH			1,146,917

PLANNING BRANCH

Planning Branch Administration

Salaries	122,644		
Travel	8,995		
Office & General	935		
Materials & Supplies	13,740		
Contract Services	3,469		
TOTAL PLANNING BRANCH ADMINISTRATION			149,783

Metric Conversion

Salaries	22,655		
Travel	1,164		
Telegraphy & Telephone	2,662		
Office & General	1,847		
TOTAL METRIC CONVERSION			28,328

Parks — Buildings & Highways

Salaries	144,341		
Travel	16,198		
Telephone & Telegraph	1,091		
Materials & Supplies	3,583		
TOTAL PARKS — BUILDINGS & HIGHWAYS		165,213	

PARKS OPERATIONS

Parks — Headquarters

Salaries	192,771		
Travel	12,120		
Telegraph & Telephone	2,274		
New Equipment — Field & Office	7,034		
Materials & Supplies	16,603		
TOTAL PARKS HEADQUARTERS	230,802		

Parks — Eastern Region		
Salaries	552,379	
Travel	18,301	
Office & General	3,198	
Telegraph & Telephone	10,980	
New Equipment — Field & Office	30,952	
Materials & Supplies	118,353	
Contract Services	18,549	
TOTAL PARKS — EASTERN REGION	752,712	
Parks — Western Region		
Salaries	469,339	
Travel	11,120	
Office & General	277	
Telegraph & Telephone	12,926	
New Equipment — Field & Office	28,591	
Materials & Supplies	110,440	
Contract Services	6,251	
TOTAL PARKS — WESTERN REGION	638,944	
Brookvale Ski Park		
Salaries	60,135	
Travel	577	
Telegraph & Telephone	1,549	
New Equipment — Field & Office	818	
Materials & Supplies	22,115	
Contract Services	382	
TOTAL BROOKVALE SKI PARK	85,576	
TOTAL PARK OPERATIONS		1,708,034
PARKS UPGRADING		
Eastern Region		
Salaries	718	
Travel	150	
Office & General	187	
Materials & Supplies	11,023	
TOTAL PARKS UPGRADING — EASTERN REGION	12,078	

Western Region			
Salaries	12,466		
Travel	573		
Office & General	16		
New Equipment — Field	499		
Materials & Supplies	2,986		
Contract Services	190		
TOTAL PARKS UPGRADING — WESTERN DIVISION	16,730		
TOTAL PARKS UPGRADING		28,808	
TOTAL PARKS DIVISION			1,902,055
Traffic Engineering			
Salaries	767,397		
Travel	46,155		
New Equipment	31,494		
Materials & Supplies	766,376		
Contract Services	10,082		
TOTAL TRAFFIC ENGINEERING			1,621,504
Transportation			
Salaries	114,740		
Travel	10,560		
Office & General	1,491		
Contract Services	18,750		
Transportation Advisory Service	5,972		
Urban Transportation Assistance Program	271,260		
TOTAL TRANSPORTATION			422,773
Island Transit			
Salaries	50,306		
Travel	763		
New Equipment — Office	337		
Office & General	2,042		
Telegraph & Telephone	1,685		
Materials & Supplies	44,426		
TOTAL ISLAND TRANSIT			99,559
TOTAL PLANNING BRANCH ORDINARY ACCOUNT			4,224,002

STATEMENT OF ORDINARY EXPENDITURES

Year Ending March 31, 1983

BUILDING BRANCH

Building Administration

Salaries	61,611	
Travel	1,320	
TOTAL BUILDINGS ADMINISTRATION		62,931

Construction Administration — Buildings

Salaries	230,882	
Travel	6,903	
Technical & Drafting Equipment & Salaries	4,175	
TOTAL CONSTRUCTION ADMINISTRATION — BUILDINGS		241,960

Maintenance Administration — Buildings

Salaries	397,110	
Travel	29,006	
Office & General	13,406	
TOTAL MAINTENANCE ADMINISTRATION — BUILDINGS		439,522

Maintenance of Buildings

Basin Head Museum	806
Beach Grove Infirmary	270,369
Belmont St. Warehouse	2,457
B.O.D. Laboratory	4,932
Brudenell Complex	162,176
Bunbury Nursery	38,299
Charlottetown Hospital	293,780
Courthouse — Alberton	11,400
Fisheries Equipment Building	3,440
Government House	208,093
Greenhouse & Header House — Hurry Road	310,941
Health Centre — Summerside	47,679

Hillsborough Hospital	634,831		
Home for the Aged	250,744		
Jones Building	501,119		
Kings County Courthouse & Jail	15,325		
Kings County Forestry Depot	8,393		
Lady Slipper Visitors Centre	15,511		
Old Health Centre — Charlottetown	53,172		
Orwell Cove Museum	1,934		
Portable Classrooms	87,725		
Prince County Forestry Depot	8,232		
Prince County Jail & Courthouse	84,850		
PEI Hospital	223,909		
Province House	105,409		
Province House Annex	32,058		
Provincial Sanatorium	416,639		
Scalehouses — Borden & Wood Islands	18,455		
Shaw & Sullivan Buildings	1,915,647		
Sherwood Hospital	46,693		
Sleepy Hollow Correctional Centre	198,322		
Southern Kings Highways Depot	13,069		
Southern Kings & Queens Regional Services Centre	66,883		
Supreme Court Building	44,770		
Travel Bureau — Wood Islands	26,989		
Travel Bureau — Brackley	1,981		
Tourist Interpretive Centre — Poole's Corner	25,743		
Veterinary Building — O'Leary	27,760		
West Prince Regional Services Centre	39,444		
TOTAL MAINTENANCE OF BUILDINGS		6,219,979	
TOTAL BUILDINGS BRANCH			6,964,392

SERVICES BRANCH

Services Administration

Salaries	51,012		
Travel	1,855		
TOTAL SERVICES ADMINISTRATION		52,867	

Properties & Accommodation

General

Salaries	117,893
Travel	2,603
Office & General	707
Insurance	267,734
Office Equipment	1,304
Materials & Supplies	681
Consultants & Legal Fees & Contract Services	12,200
TOTAL GENERAL	403,122

Rent or Leased Premises

Airport — VIC	226
Alberton VIC	416
Aulac VIC	7,485
Brackley VIC	440
Cambridge Building	172,378
Caribou VIC	3,957
Carvell Building	18,333
Cavendish Cottage	7,944
Cavendish VIC	4,212
Eastern Kings Health Centre	11,879
Eastern Kings Reg. Serv. Centre	78,968
Eastern Prince Reg. Serv. Centre	138,730
Evangeline Health Centre	2,539
Farm Centre	15,819
F. W. Strong Building	19,510
Green Building	4,080
Hardy Building	24,027
Island Transit	6,225
Johnston Building	92,706
Kent Place	56,656
Kensington Community Centre	4,412
Kings County Memorial Hospital	8,354
Memorial Building	98,097
Morell Fire Hall	2,496
Walter MacDonald (Garage)	4,040
New Courthouse	655,537
O'Leary Community Hospital	3,600
O'Leary Dental Clinic	1,866

PEI Liquor Control Commission			
— Borden	14,537		
Prince County Hospital	2,421		
Research Station	183,420		
Royalty Mall	169,401		
Souris Town Hall	2,805		
St. Paul's Rectory	15,681		
Summerside Waterfront Dev. Corp.	20,614		
Albert Thomas Bldg. (Education)	38,937		
Albert Thomas Bldg. (Highways)	67,386		
Tignish Health Co-op	1,896		
Toronto-Dominion Bank	13,632		
D. Tweel Finance Building	1,200		
White Star Laundry	16,619		
TOTAL RENT OR LEASED PROPERTIES		1,993,481	
TOTAL PROPERTIES — ACCOMMODATION & RENT OR LEASED PROPERTIES			2,396,603
Audio-Visual Services Centre			
Salaries	173,242		
Travel	6,145		
Audio-Visual Equipment	9,309		
Equipment Repairs	25,179		
TOTAL AUDIO-VISUAL SERVICE CENTRE			213,875
Postal Services			
Salaries	92,631		
Postage & Equipment Rentals	594,951		
TOTAL POSTAL SERVICES			687,582
Information Services			
Salaries	101,058		
Travel	1,574		
Tel & Tel	17,948		
Field Equipment & Supplies	12,622		
Office & General	1,660		
TOTAL INFORMATION SERVICES			134,862

Properties and Surveys		
Salaries	435,189	
Travel	18,540	
Office & General	1,306	
Prop. Taxes on Prov. Owned Properties	3,630	
Field Equipment & Supplies	24,002	
Control Survey Network Maitenance	50,000	
Legal Fees & Contract Services	9,432	
TOTAL PROPERTIES AND SURVEYS		542,099
Printing Services		
Salaries	330,322	
Travel	2,898	
Telephone & Office	5,744	
New Equipment	213	
Equipment Repairs	15,069	
Materials & Supplies	206,151	
Reproduction Equipment Rentals	191,352	
TOTAL PRINTING SERVICES		752,113
TOTAL SERVICES BRANCH ORDINARY ACCOUNT		4,780,001
TOTAL TRANSPORTATION AND PUBLIC WORKS ORDINARY ACCOUNT		38,998,308

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS

Province of Prince Edward Island

CAPITAL EXPENDITURES

HIGHWAYS DIVISION

Construction Administration

Salaries & Wages	1,104,315	
Travel	3,790	
Miscellenous	6,004	
TOTAL CONSTRUCTION ADMINISTRATION		1,114,109

Culvert C/A

Prince County	212,920	
Queens County	202,324	
Kings County	227,615	
TOTAL CULVERTS C/A		642,859
HIGHWAY LIGHTING		98,696
PURCHASE OF MAJOR EQUIPMENT		2,277,639

BRIDGES C/A

Prince County

Belmont Lot 16	36,965	
Huntley Bridge	76,100	
Scales Pond, Freetown	68,819	
TOTAL PRINCE COUNTY		181,884

Queens County

Bannackburn Road	58,900
Bunbury — Fullerton Marsh	27,335
Campbells Road	26,641
Ellens Creek	78,583
Hillsboro Bridge Lights	167,441
Hillsboro River — Southbank	4,919
Oyster Bed Bridge	7,379

North River Causeway	13,291		
Savage Harbour	10,146		
South Pinnette River Bridge	33,238		
Southport	25,072		
Southport Underpass	69,167		
TOTAL QUEENS COUNTY		522,112	
Kings County			
Brudenell	7,574		
Murray Harbour North	8,570		
Murray River Bridge	11,654		
Souris Bridge	17,771		
Sutherland Bridge — Valleyfield	20,146		
TOTAL KINGS COUNTY		65,715	
BRIDGE MISCELLANEOUS C/A		246,777	
TOTAL BRIDGES C/A			1,016,488
REGIONAL ECONOMIC EXPANSION PROJECTS			
DREE 186 East Point Rd — Baltic Road — Munn's Road	1,076,403		
DREE 177 East Point Rd — Black Pond — Red Point	194,196		
DREE 171A — New Glasgow — Toombs Corner	10,998		
DREE 189-190 — Seven Mile Road	770,366		
DREE 187-188 — Western Road	2,073,756		
TOTAL REGIONAL ECONOMIC EXPANSION PROJECT			4,125,719
HIGHWAY CONSTRUCTION			
Trans Canada Highway			
TCH — 31-82-2 Vernon Br. — Cherry Valley	225,097		
TCH — 33-82-2 Cherry Valley — Vernon Br.	196,429		
TOTAL TRANS CANADA HIGHWAYS		421,526	

Highway Strengthening Projects

Albany Interchange	96,452	
Albany RR Crossing — Middleton	850,408	
Brookfield — Loyalist	656,948	
Loyalist Rd. — Milton Rte. 2	664,352	
Miscouche to Allan Rd.	405,559	
TOTAL HIGHWAY STRENGTHENING PROJECTS		2,673,719

PROVINCIAL RECONSTRUCTION

Prince County

Bloomfield — Rte. 2	11,385	
Dock Road	16,337	
Glen Drive	6,925	
Jude's Point Wharf Rd. Recap	35,195	
Kildare — Rte. — 12	15,075	
Leoville Road — Rte 159	45,422	
Linkletter Rd. — Rte #11	6,803	
Milo Rd. — Rte #14	8,590	
Northan Rd. — Rte #132	4,275	
O'Holloran Rd — Rte #145	22,682	
St. Gilbert — Rte #126	21,740	
St. Nicholas	9,862	
Sea Cow Pond — Rte #12	16,331	
TOTAL PRINCE COUNTY		220,622

Queens County

East Royalty Drainage System	38,349	
Glenfinnan — Rte #21 Recap	8,978	
Graham's Road Recap	35,107	
Graham's Rd. — Mill Rd. Rte #2	215,162	
Hartsville North — Rte #13 Recap	18,412	
Hartsville South — Rte #13 Recap	16,619	
Kinross Rd — Rte #210 Recap	19,742	
Lyndale — Rte #210 Recap	9,386	
Mt. Edward Rd. Recap	19,880	
Mt. Stewart, Main St. Recap	5,937	
Milton — Winsloe	3,690	
Pownal Rd — Rte 1A	26,485	

Riverdale Rd.	11,264		
St. Peters Rd — Mt. Stewart Rte #2	17,774		
TCH Crossroads Recap	23,396		
York Rd. — Rte #25 Recap	18,475		
TOTAL QUEENS COUNTY		488,656	
Kings County			
Beech Point — Rte 18 Recap	17,646		
Burge's Hill — St. Peters Highway	11,872		
Cambridge — Rte 17A Recap	13,994		
East Baltic — Rte #320 Recap	19,813		
Forest Hills — Rte 312 Recap	16,944		
Fortune Turn St. Peters Highway	28,395		
Georgetown Rd.	26,027		
Georgetown Rd. — Rte 3 Recap	17,528		
Lakeside — Rte 350 Recap	20,092		
Norman's Road Rte 4 Recap	19,460		
Queen's Road Recap	17,904		
St. Charles — Rte #308 Recap	5,178		
St. George, Primrose Rte 311	25,672		
Souris West, Rte 330 Recap	11,455		
TOTAL KINGS COUNTY		251,980	
TRAFFIC COUNTING EQUIPMENT		18,400	
TOTAL HIGHWAYS RECONSTRUCTION			4,074,903

PROVINCIAL PAVING

Prince County			
Adams Rd.	47,347		
Affleck Rd.	56,004		
Arlington Intersection	6,177		
Ascension Rd.	82,682		
Ashly Murphy Rd.	4,134		
Ashton Road	9,889		
Birch Grove Road	55,441		
Bolger Road	26,045		
Chaisson Road	11,176		
County Line Road	160,226		
Craig Road	21,915		

Doyle Road	6,885
Drummond Road	64,097
Drummond Road West	25,841
Dunbar Road	18,418
Foy Road	184,687
Gaspe-Trainor Road	21,120
Glengarry Road	14,882
Golf Course Road — Summerside	36,959
Goodwin Road	84,755
Harbour Road — Miminegash	2,937
Hardy Road	128,428
Hebron Road	3,973
Indian River Road (MacLellan Road)	64,212
Kelly Road P-1	89,273
Kelly Road P-4	157,064
Kensington Storm Sewer	12,145
Lewis Road	44,847
MacArthur Road	165,789
MacEwen Road	41,034
McAllar Road	275,093
Magloire Gallant Road	8,244
Mill Road	54,564
Moase Road	53,507
Mt. Tryon Road	28,486
Noonan Shore Road	76,215
Old Palmer Road	4,217
Paynter Road	82,430
Penderosa Beach Road	51,166
Penwarden Road	46,645
O'Rourke Road	47,893
Pig Brook Road	136,813
Puisville Road	31,139
Richards Road	34,639
St. Clair Duffy Road	5,786
St. Raphael Road	93,012
St. Rock East	5,626
St. Rock West	25,091
Schurman's Point Road	18,847
South Drive, St. Eleanors	202,406
Southwest Road	146,003
Stewart Road	37,239
Steward Road	54,848

Thompson Road	9,613	
Trout River Road	7,000	
Upper Urbainville Road	48,113	
Waite Road	16,737	
Wood Land Heights	104,871	
1st Prince Ditching	157,535	
2nd Prince Ditiching	150,892	
3rd Prince Ditching	177,406	
4th Prince Ditching	168,601	
TOTAL PRINCE COUNTY		4,009,059

Queens County

Anglican Church, Victoria	3,963
Bardin Cres. Storm Sewer	34,117
Bell River Shore Road (81)	10,989
Belvedere Ave. Intersection (81)	856
Belvedere Ave. Sidewalks	379,661
Bethel Road	40,182
Blooming Point Road	22,011
Bonshaw Shore Road (81)	114,746
Brazel Road	40,661
Breadalbane Road	273,993
Colville Road (81)	13,915
Cornwall's Access Road	175,203
County Line Road (Norboro)	116,044
Deroche Road (81)	10,529
Dixon Road (81)	8,051
Doyle Road (81)	3,310
Driscoll Road	16,120
East Royalty Road	56,807
Elliot River Road	132,908
Elliot Park Drainage	1,492
Ellsworth Road	5,034
Fairville Road (81)	27,809
Five Houses Road	69,592
48 Road	368,881
Friston Road	239,090
Garfield Road (Melville)	255,901
Granville Road	21,630
Granville Village Road	12,514
Gray Road (81)	14,662
Horton Road	14,876

Howatt Road	61,376
Johnston Road (81)	14,654
Kentyre Road	141,532
Lewes Road	184,319
Little Sands Road	74,228
MacDonald Road	54,743
MacEachern Road	85,961
MacLellan Road	95,463
MacQuarrie Road	102,123
MacWilliams Road	45,704
Marion Drive Drainage	61,028
Milboro Road	73,985
Mitchell Road	67,250
Mount Stewart Streets	25,112
Mt. Buchanan Road	53,671
Mt. Tom Road (81)	27,138
Murnaghan Road	53,438
Murphy Road	23,377
Nelson St. Victoria Storm Sewer	58,695
New London Road	23,983
Oyster Bed Wharf Road (81)	6,576
Patterson Drive	93,658
Peters North Road	185,005
Peters South Road	215,490
Pickering Road (Seaview)	109,735
Pickering Road (Clinton) (81)	11,132
Pippy Road	38,216
Princetown Road (81)	21,673
Princetown Road	170,061
Queesn Arm Intersection	235,294
Queen Elizabeth Hospital Intersection	6,059
Quinn Road	147,661
Riverside Drive Storm Sewer	18,767
Royalty Oaks Ltd. Sub-division	11,945
Rustico Streets (81)	1,000
Selkirk Road	791,172
Shaw Road (81)	9,366
Soby's Access Road	2,285
Stanhope Lane Road	31,903
Stead Road (81)	95,309
St. Catherines Road (81)	15,643
Todd Road	98,651

Trout River Road (81)	14,860	
Trout River Road	146,214	
Smith Road	17,007	
Union Road Diversion	6,569	
Walker Road	49,566	
Watts Road (81)	11,216	
Yankeetown Road	87,168	
1st Queens Ditching	94,269	
2nd Queens Ditching	61,950	
3rd Queens Ditching	102,090	
4th Queens Ditching	97,247	
5th & 6th Queens Ditching	74,536	
TOTAL QUEENS COUNTY		6,892,620
Kings County		
Beach Point Wharf Road	5,757	
Blues Road	62,951	
Byrnes Road	124,417	
Canavoy Road	45,808	
Cardigan Road K2	238,178	
Cardigan Road K3	215,320	
Chaisson Road	24,621	
Christian Road	56,527	
Church Road	8,881	
Collins Road	10,283	
Dewar Dam Road	3,791	
Durelle Point Road	28,441	
French Creek Road	66,348	
Georgetown Streets	69,645	
Gladstone Road	12,680	
Grahams Pond South Road	2,619	
Greenhill Road	23,074	
Gurnsey Cove Road	19,533	
Indian Road	128,951	
LaPierre Road	8,508	
Lower Montague Road l.	348,718	
Loyalist Road	28,373	
MacKenzie Road	28,239	
Mitchell Road	21,173	
Naufrage Harbour Road	57,769	
Naufrage Wharf Road	40,510	
North Lake Road	45,091	

Peakes Road	187,183		
Perth Station Road	17,441		
Perry Road	28,756		
Poplar Point Road	90,514		
Princess Drive Montague	11,949		
Red Head Wharf	32,114		
Ross Road	39,444		
Sailors Hope Road	48,354		
Sheehan Road	17,345		
Sheep Pond Road	65,228		
St. Marys Bay Road	82,001		
St. Patricks Road	83,706		
St. Peters Streets	2,047		
St. Teresas Intersection	21,755		
Steele Lane	154,515		
Upton Road	23,889		
Whim Road	14,443		
1st Kings Ditching	123,435		
2nd Kings Ditching	58,447		
3rd Kings Ditching	73,398		
4th Kings Ditching	71,316		
5th Kings Ditching	77,065		
TOTAL KINGS COUNTY		3,050,551	
Survey & Travel Expenses	1,375,238		
Sundry	163,658		
Asphalt Material	337,167		
Seeding Operation	2,682		
		1,878,745	
TOTAL PROVINCIAL PAVING			15,830,975
HIGHWAY LABORATORY			425,228
PAVEMENT ASSISTANCE FOR DRIVEWAY			132,372
PAVEMENT MANAGEMENT SYSTEM			100,251
TOTAL HIGHWAYS CAPITAL ACCOUNT			29,839,239

Planning Branch		
Mill River	219,582	
Parks Upgrading	200,356	
TOTAL CAPITAL EXPENDITURES — PLANNING BRANCH		419,938
Buildings Branch		
Atlantic Trowel Trades College	2,170	
Government House	32,423	
Highways Garage Addition — Summerside	217,380	
Old Law Courts Building	663,171	
Printing Equipment	144,923	
Riverview Manor	15,245	
Wood Heat Conversion	27,257	
Misc. Land Purchase	3,000	
TOTAL CAPITAL EXPENDITURES — BUILDING BRANCH		1,105,569
TOTAL CAPITAL EXPENDITURES — DEPT. TRANSPORTATION & PUBLIC WORKS		31,364,746

POOR

QUALITY

ORIGINAL